THE COMMERCIAL MOTOR

The NEW 36ft RELIANCE

AEC

Tribute to the foresight of A.E.C. engineers—and to the reserve capacity of the famous 'Reliance' chassis—the new 126 b.h.p. '470' with its longer 18 ft. 7 ins. wheelbase is already providing eight extra seats in one bodybuilder's version. Here is brilliant scope for bus or coach operation up to the new legal length of 36 ft. and width of 8 ft. 2½ ins.

A.E.C. LIMITED · SOUTHALL · MIDDLESEX

New

from GIRLING

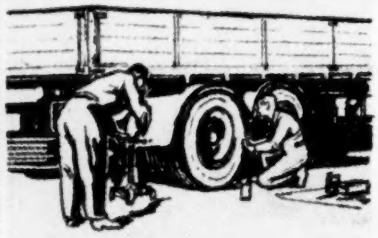
MAKERS OF THE BEST BRAKES IN THE WORLD

TO KEEP YOUR FLEET TRAVELLING WITH SAFETY

AVAILABLE IN HALF-PINT TINS AND 5 GALLON DRUMS

* THE PROBLEM

CONTAMINATION by harmful fluids which attack the vulnerable parts of the hydraulic system cause brake failure. It occurs most frequently when brake systems are serviced: for instance, after petrol, paraffin, trichlorethylene or carbon tetrachloride are used for cleaning; or when dirty containers and incorrect fluid are used: or even when greasy hands come into contact with seals and other rubber parts, causing distortion and breakdown.



* AND NOW THE SOLUTION

To avoid these dangers, Girling have introduced GIRLING CLEANING FLUID for cleaning all hydraulic systems. It has no harmful effect on seals and hoses, and can be used with complete safety.

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CLEANING FLUID
for Hydraulic Braking Systems

* Make sure GIRLING CLEANING FLUID is used in your garages

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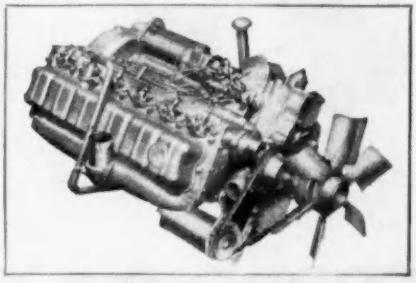
NEW - A LOW PRICED COMMER DIESEL-ENGINED 7 TONNER of unsurpassed value!

with the NEW 'Six-354' horizontal direct-injection diesel engine

BUILT to the most exacting quality standards and fitted with the new 'Six-354' diesel engine which provides an excellent reserve of power, this new 7 tonner handles tough loads over rough roads with superb assurance. Designed for simplified servicing, easily manoeuvrable, and affording first-class driver comfort, the new model is available with three wheelbases ranging from 9′7″ to 13′6″. Specification includes a robust four-speed synchromesh gearbox; deep-section, high tensile steel frame; semi-elliptic springs, powerful hydraulic 'Hydrovac' brakes, and 8.25-20 tyres. 'Eaton' two-speed rear axle and five-speed gearbox are optional extras.



Giving long periods of trouble-free service at minimum cost, the new horizontal 'Six-354' diesel engine, a six-cylinder direct-injection unit developing 108 b.h.p., produces greater power than any other unit of comparable weight and is a worthy addition to the already renowned range of Commer power plants.

BACKED BY ROOTES COUNTRY-WIDE PARTS AND SERVICE ORGANISATION

CHASSIS/CAB FROM **£1,298**

ROOTES DIESEL ENGINE ALSO AVAILABLE AT EXTRA COST

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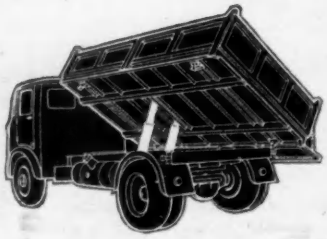
A1

Whichever chassis you choose, there is an Edbro-B & E gear which will operate for you with the utmost reliability and efficiency. They can be ordered as standard equipment on most of the leading makes of chassis, but if your requirements are at all out of the ordinary, it might pay you to have a word with our experts before specifying the exact type.

1. Single ram model for front body mounting.



2. Single and Twin Slant ram model for underbody mounting.

3. Twin ram model for front body mounting.

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Edbro-B & E Tippers Ltd., Quebec Street, Bolton. *Telephone: Bolton 62221/5* *Telegrams: Edbro Bolton*
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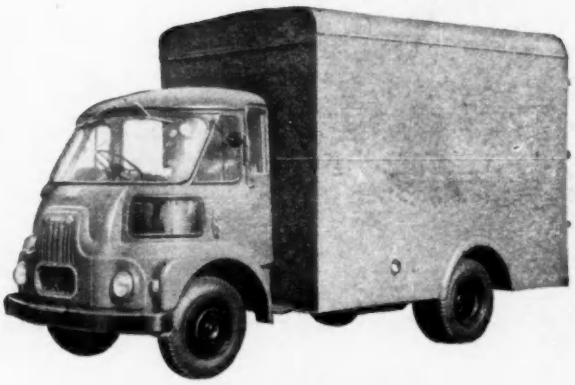

BOX BODY on 2 and 3-ton 'F.G.' chassis cab. Diesel or petrol engines. 420 and 600 cu. ft. capacity respectively. Glass fibre roof panelling. Double doors or roller shutter to rear.

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A3

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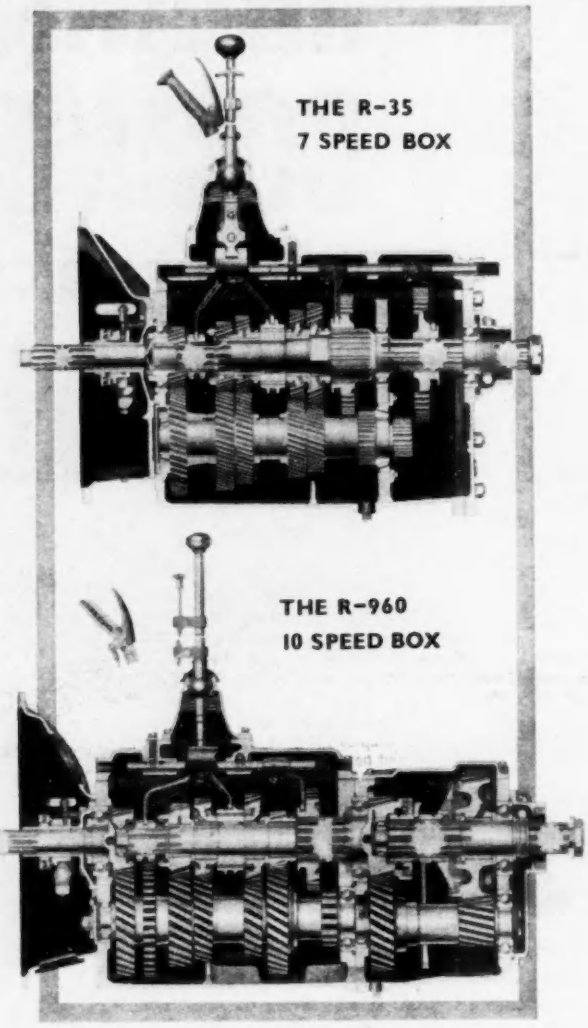
All the Fuller RoadRanger transmissions are thoroughly proved, in on-and-off highway trucks and earth-moving equipment, and they are backed by millions of miles of arduous service.
These ruggedly-built transmissions are available in nine models:—

MODEL	FEATURES
R-35	For engines of 400 cu. in. (6555 c.c.), 7 forward speeds, 1 reverse, direct drive on top, weight 375 lb. (170 kg.)
R-46*	For engines of 500 cu. in. (8194 c.c.), 8 forward speeds, 2 reverse, direct drive on top, weight 457 lb. (207 kg.)
R-63*	For engines of 630 cu. in. (10324 c.c.), 10 forward speeds, 2 reverse, direct drive on top, weight 657 lb. (298 kg.)
R-660*	For engines of 660 cu. in. (10815 c.c.), 10 forward speeds, 2 reverse, overdrive on top, weight 657 lb. (298 kg.)
R-96*	For engines of 960 cu. in. (15732 c.c.), 10 forward speeds, 2 reverse, direct drive on top, weight 767 lb. (348 kg.)
R-960*	For engines of 960 cu. in. (15732 c.c.), 10 forward speeds, 2 reverse, overdrive on top, weight 767 lb. (348 kg.)
R-1160*	For engines of 1160 cu. in. (19009 c.c.), 9 forward speeds, 2 reverse, overdrive on top, weight 1133 lb. (514 kg.)
R-1550*	For engines of 1550 cu. in. (25400 c.c.), 9 forward speeds, 2 reverse, overdrive on top, weight 1350 lb. (612 kg.)
R-1750*	For engines of 1750 cu. in. (28677 c.c.), 9 forward speeds, 2 reverse, weight 1480 lb. (671 kg.)

**These boxes have the famous Fuller shift, under finger-tip control, giving all changes by a single gear-shift lever.*



OTHER FULLER TRANSMISSIONS

In addition to the RoadRanger series, there is a wide range of other transmissions, including auxiliary 2, 3 and 4-speed transmissions. These are listed in pamphlets available on request.

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WE SHALL BE PLEASED TO ASSIST YOU IN YOUR TRANSMISSION REQUIREMENTS. A LETTER OR PHONE CALL WILL PLACE THE SERVICES OF OUR ORGANIZATION AT YOUR DISPOSAL.

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Sole European Representative for the Fuller Transmission Division, Eaton Manufacturing Co., U.S.A.

FULLER TRANSMISSIONS

A4

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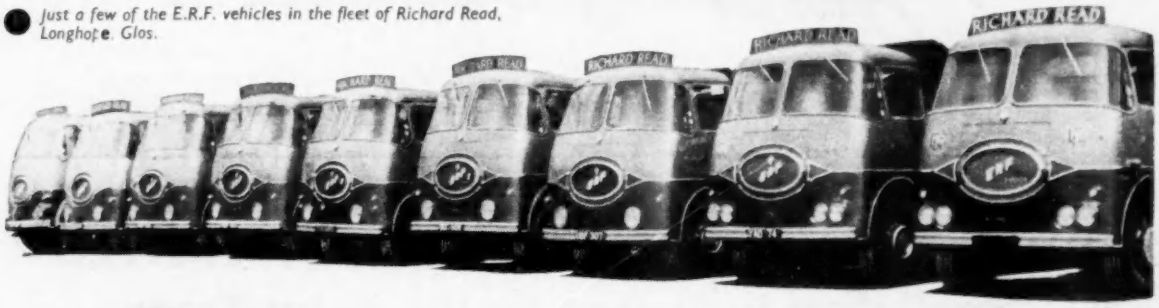
HERE ARE JUST A FEW MORE OF THEM

● *(above) A fleet of E.R.F. Model 66TS(G) twin steerers and Model 54(G) 14-ton gross 4-wheelers operated by Messrs. Mudd & Co. Ltd., of Grimsby.*

● *(below) Some of the E.R.F. Model 44G vehicles used by Messrs. Staples Brothers, of Boston, Lincs, for fruit and potato transport.*

● *Just a few of the E.R.F. vehicles in the fleet of Richard Read, Longhope, Glos.*



Write for details of the E.R.F. Model that can help to solve *YOUR* transport problems and name of nearest E.R.F. dealer.

E.R.F. LIMITED, SUN WORKS, SANDBACH, CHESHIRE

Directors: E. P. FODEN. E. SHERRATT.

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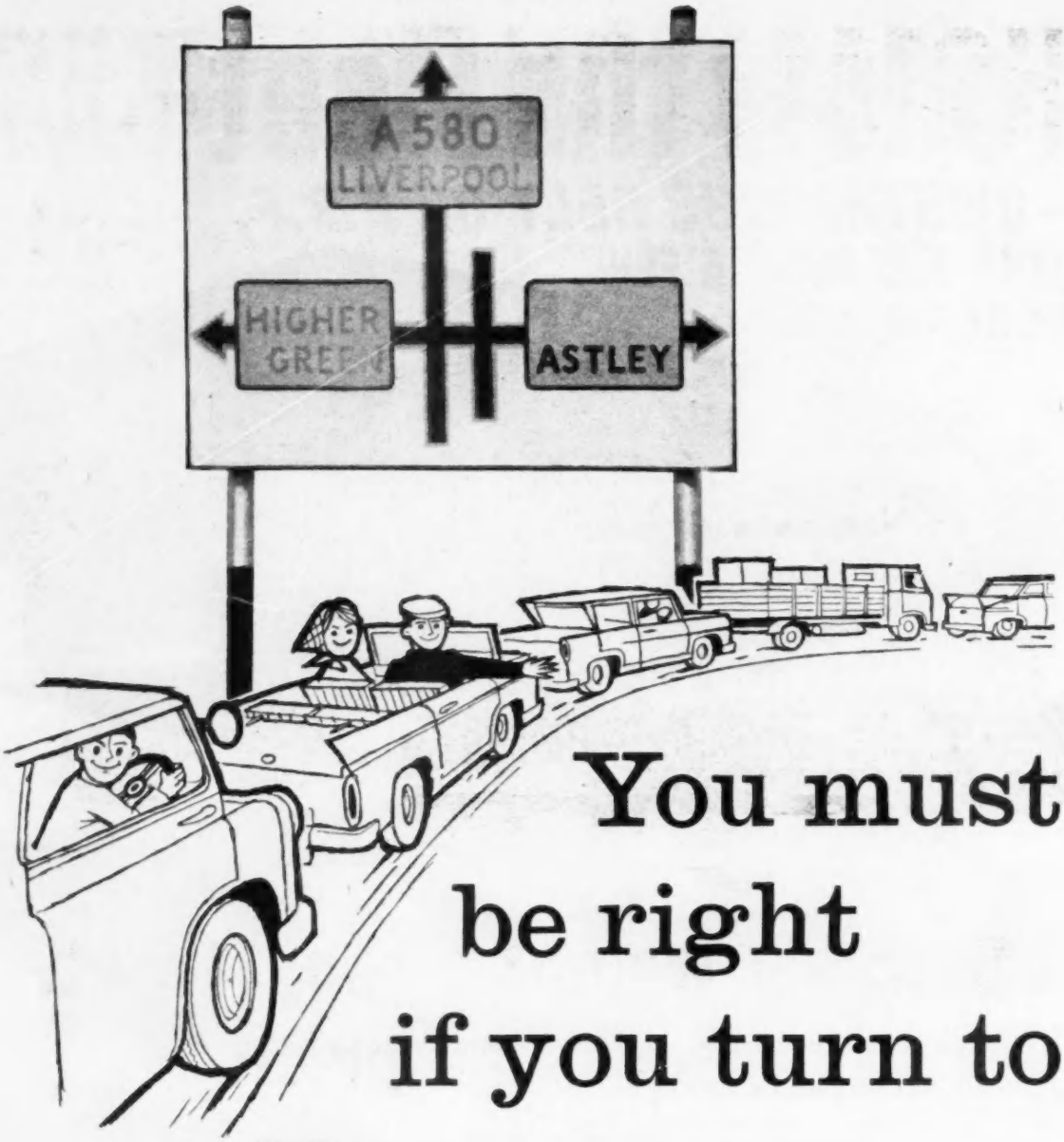

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A6

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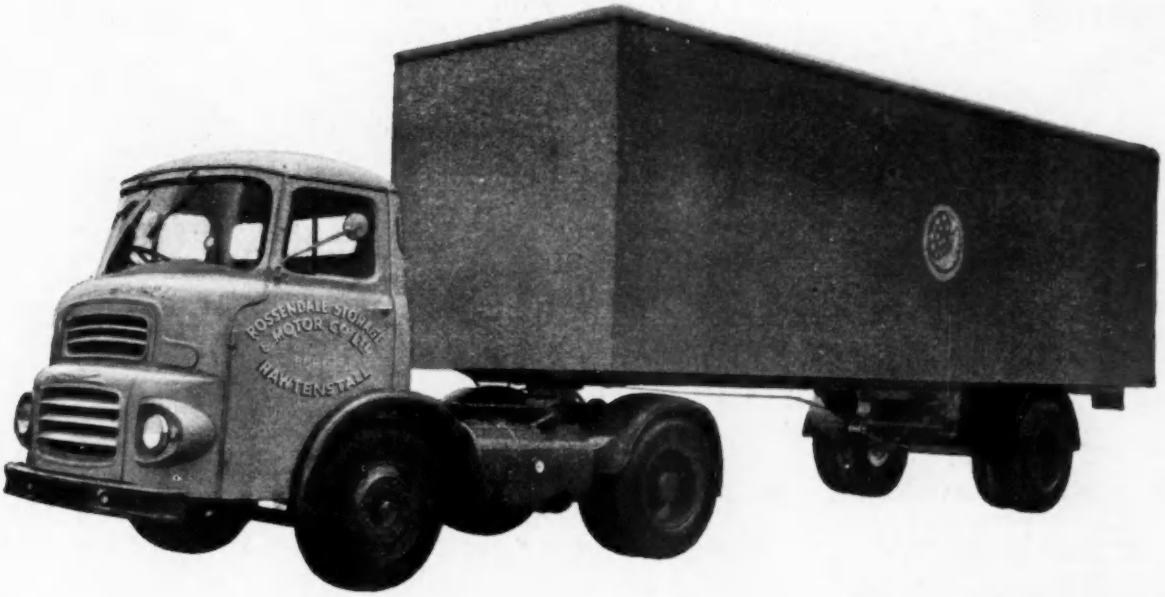

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A7

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✳ **10% EXTRA M.P.G.**
Operators' records prove that at least 10% extra M.P.G. is obtained with Four-in-Line equipment. *A most recent comparative test reveals a saving in fuel of 11·6% M.P.G.*

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100,000 miles per tyre on standard equipment is GUARANTEED with Four-in-Line semi-trailers, within limits of the tyre panel for claims and applying to mileage only.

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✳ **B.T.C. "TWINSPRING" SUSPENSION.**

These features, combined with special steel and alloys where extra strength is needed, and that extra thought and skill in design make Four-in-Line Semi-trailers just that much different.

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Steel Barrel

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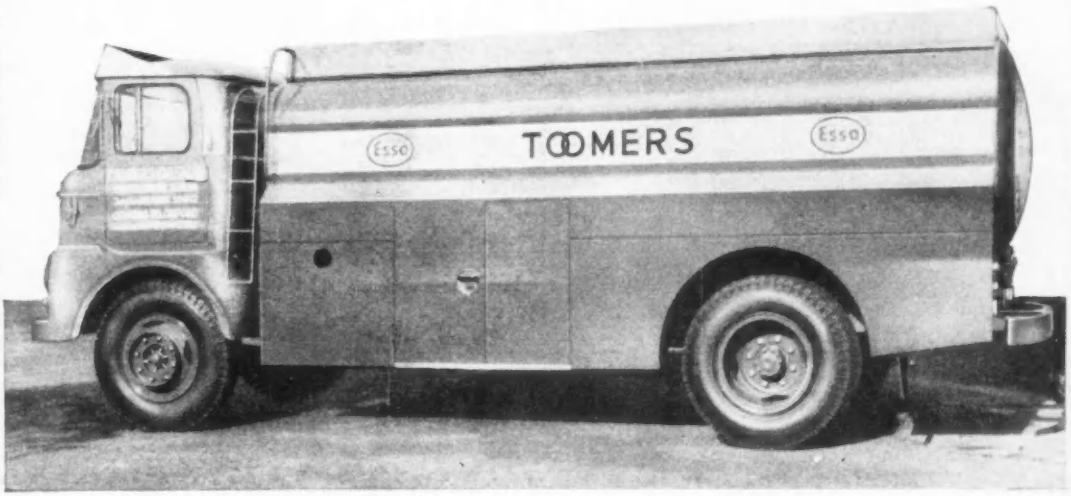

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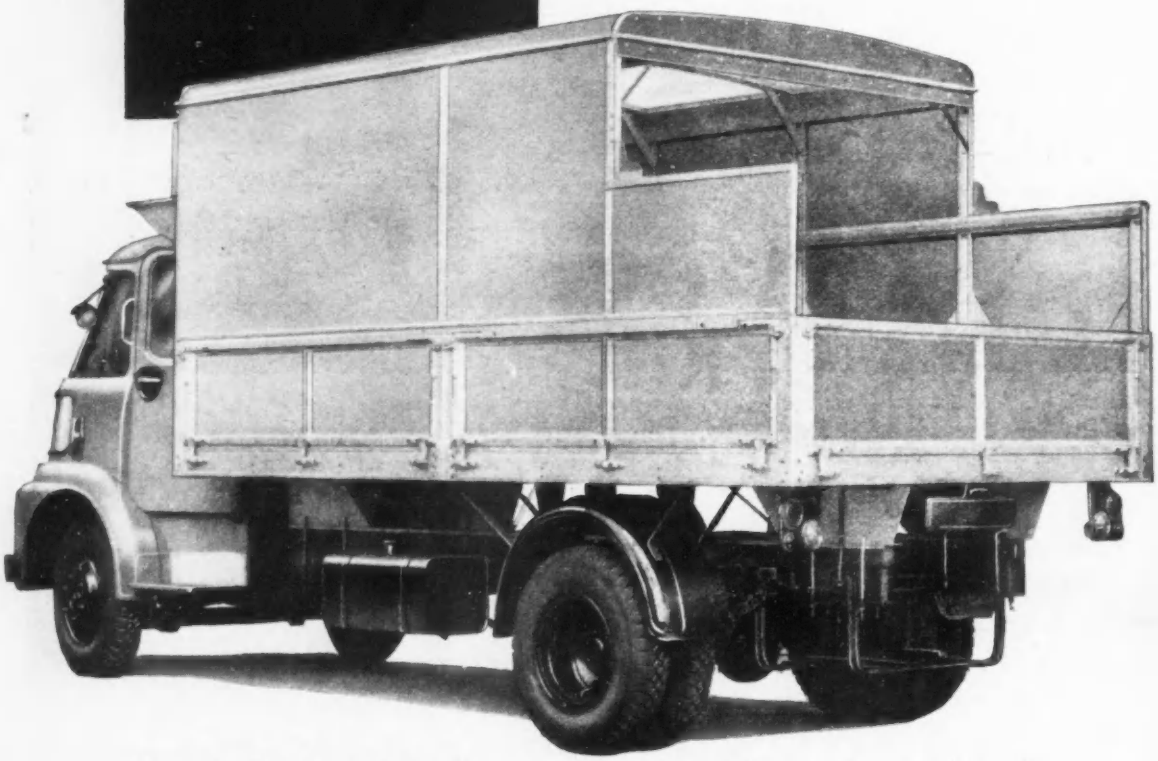

Midlands Electricity Board have recently taken delivery of a number of Aluminium Alloy Three-Quarter Tilt Bodies as illustrated.

Another example of Metro-Cammell's versatility in design and construction of all types of commercial vehicle bodies is exemplified by the recent supply of tipping bodies for 4, 6, and 8-wheeled chassis to a number of larger fuel distributing organisations.

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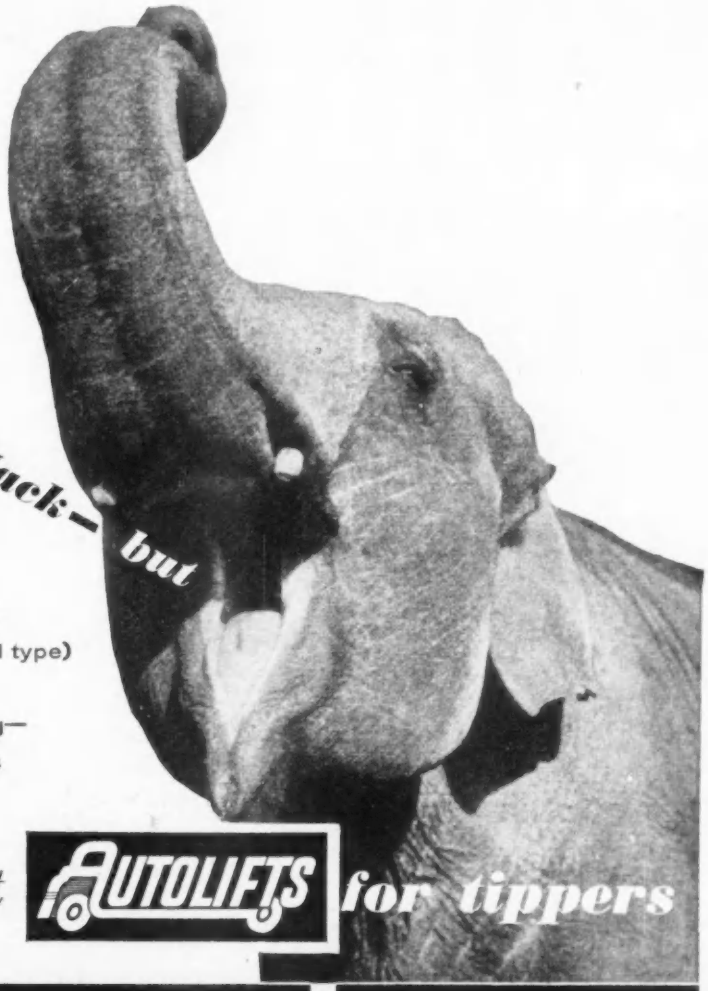
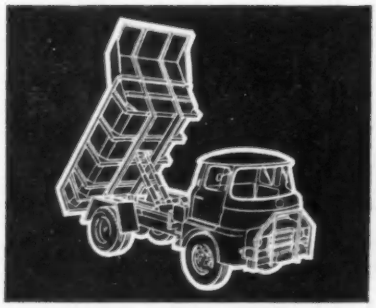
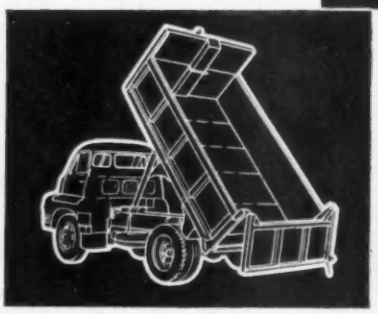


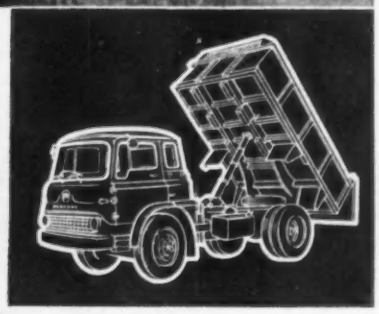
I'm all right Jack:— but

....I've got my limitations. After all I only come in one model (front end type) and my capacity is strictly limited. So if you're in the loading—fetching—carrying—dumping business, it's as well to remember that...

you can't beat AUTOLIFTS for tippers







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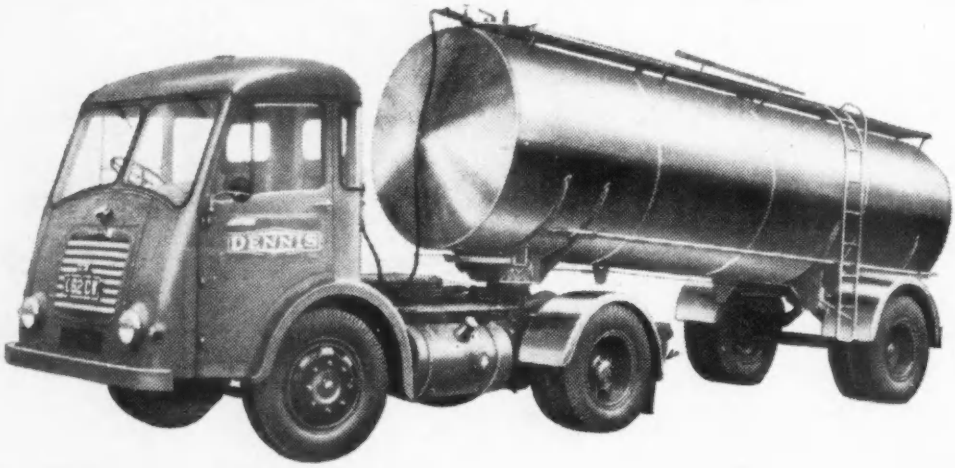

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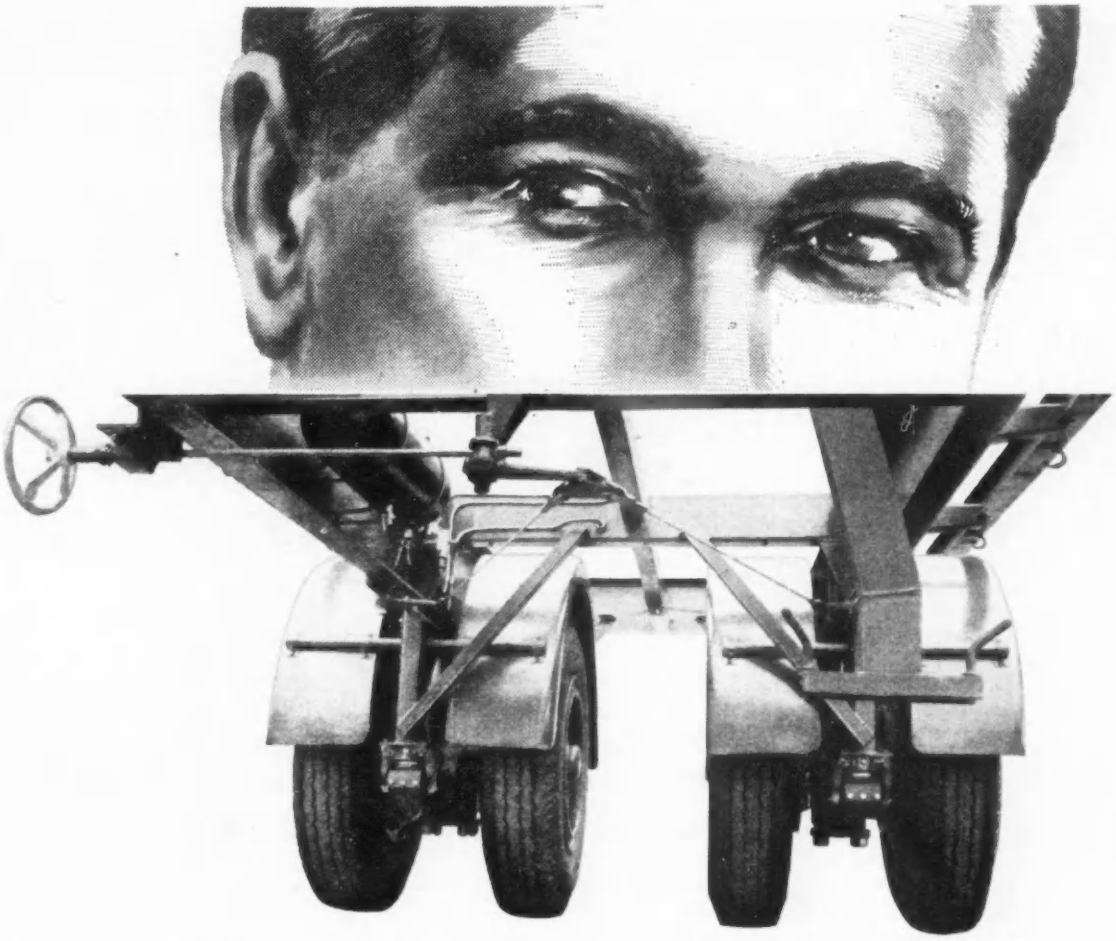

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- ★ Weighs only 2 tons 17 cwt. and costs less than other types of trailer of similar capacity.
- ★ Permanent 4-tyre contact with road surface ensures equal loading.
- ★ No grease nipples anywhere.
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A15

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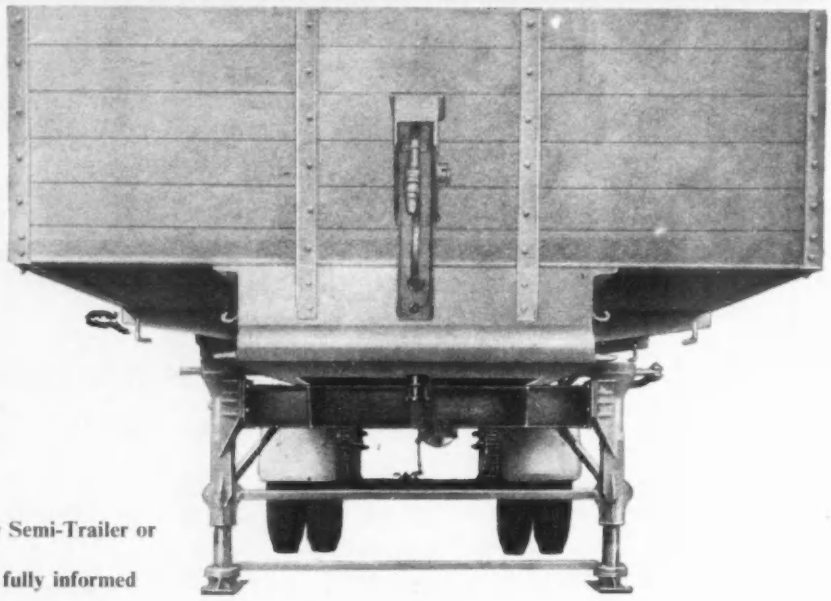

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A16

NEW REDEX D.D.

DIESEL DEODORANT

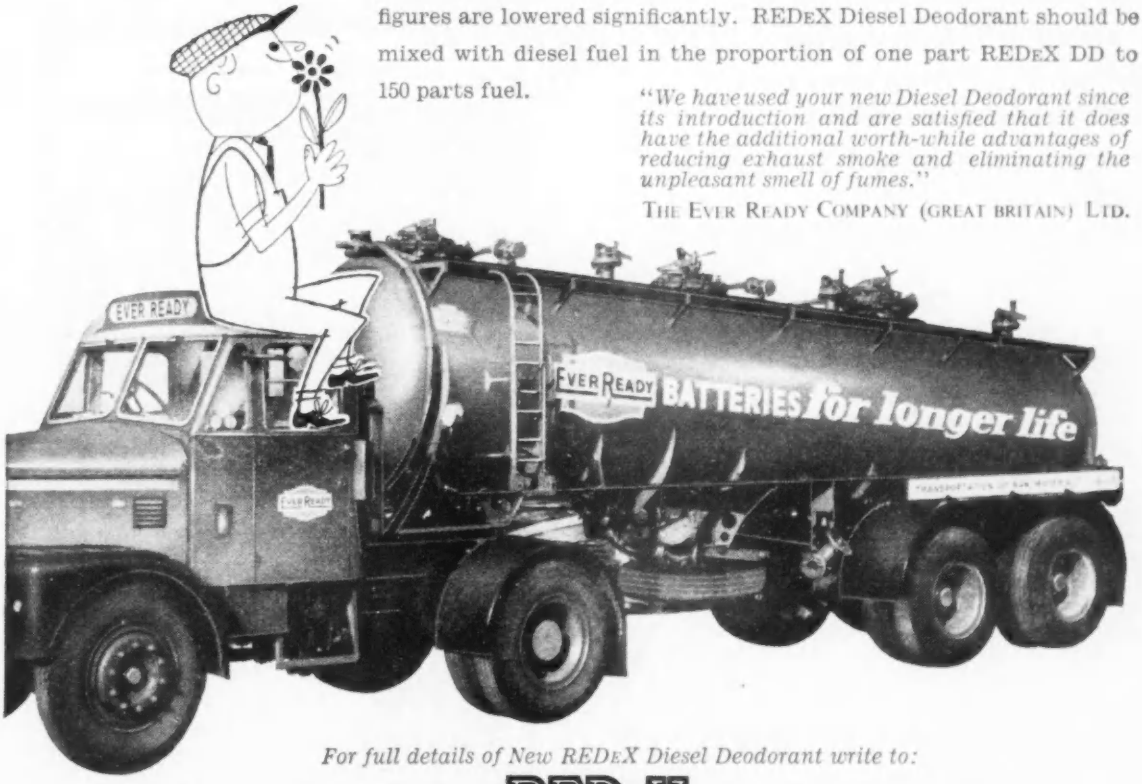
dispels diesel FUMES

New REDEX Diesel Deodorant solves the problem of diesel fumes from vehicle engines and stationary diesel plant in factories. In confined spaces the new REDEX fume combatant is particularly effective in neutralising personnel discomfort. Nasal irritation, painfully smarting eyes and coughing are reduced considerably.

In addition, REDEX DD, formulated from REDEX the additive for oils and fuels, improves the performance of diesel engines. Injector deposits are reduced, ring sticking obviated and fuel consumption figures are lowered significantly. REDEX Diesel Deodorant should be mixed with diesel fuel in the proportion of one part REDEX DD to 150 parts fuel.

"We have used your new Diesel Deodorant since its introduction and are satisfied that it does have the additional worth-while advantages of reducing exhaust smoke and eliminating the unpleasant smell of fumes."

THE EVER READY COMPANY (GREAT BRITAIN) LTD.



For full details of New REDEX Diesel Deodorant write to:

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LOADING TIME DOWN TO ONE-TENTH!
HANDLING COSTS REDUCED BY 50%!

These are but some of the advantages reported by Rolamat users.

From orthodox warehouse packing systems to the use of short lengths for normal works or office maintenance duties, Rolamat has already established itself as an essential labour saving device for easy and swift load handling. Rolamat versatility and adaptability are virtually endless. Rolamat may be the economic solution to your problem—why not discuss it with our specialist engineers?

1. A pallet fitted with Rolamat spared two out of three men for other essential work.
2. Rolamat solves short distance transport problems.
3. Simple installation of Rolamat on truck floor revolutionised speed of market produce delivery.
4. Special body permitting side chassis loading on Rolamat base. Five tons mixed cargo loaded in single operation takes the road after 5-minute turn-round.

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Hucclecote, Gloucester, England. Tel: Gloucester 66781

(Armstrong Whitworth Equipment is a Unit of Whitworth Gloster Aircraft Ltd., Coventry, England.)

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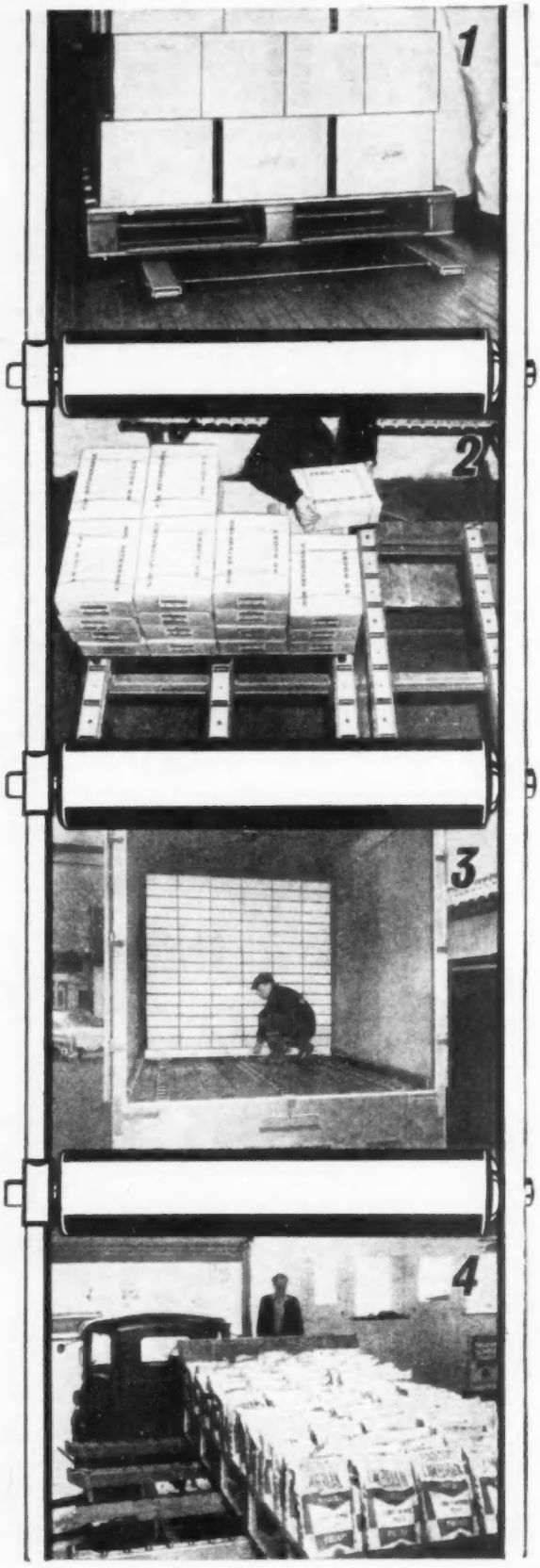


ONAN

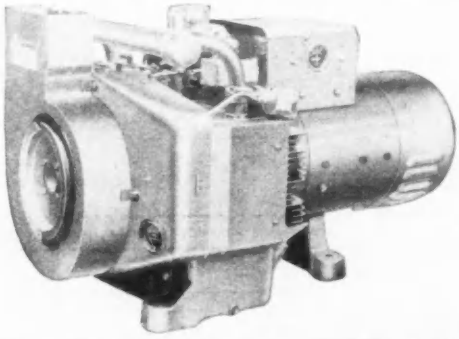
THE GENERATING SET *ENGINEERED* FOR REFRIGERATED VEHICLES

Onan Vacu-Flo cooled packaged Generating Sets provide ample power for the operation of electrically driven open and sealed type refrigeration units giving High Performance with long life, minimum operating and maintenance costs.

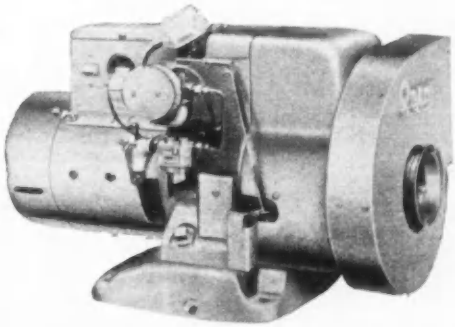
VACU-FLOW COOLING SYSTEM

Exclusive to Onan—overcomes cooling problems in confined space. Cooling air is drawn through and over the generator and engine and exhausted through an outside duct.

Built by Messrs. Blox Services Ltd., this Refrigerated Truck is operated by Flying Goose Ltd., for transporting frozen poultry. The electrical power, for the refrigeration equipment, is supplied by an Onan Model 305 CCK. After exhaustive tests, leading Manufacturers of Refrigeration Equipment, recommend Onan Generators exclusively.



ONAN 5CCK GENERATOR WITH VACU-FLO COOLING
gives 5 k.w. of packaged power and will handle refrigeration units of up to 3 h.p. Model 305 CCK meets the requirements of units up to 2 h.p.
LOOK AT THE WEIGHTS—5 k.w. Model ONLY 375 lbs., 3½ k.w. Model ONLY 314 lbs.



ONAN MODEL 205AJ-2RV WITH VACU-FLO COOLING
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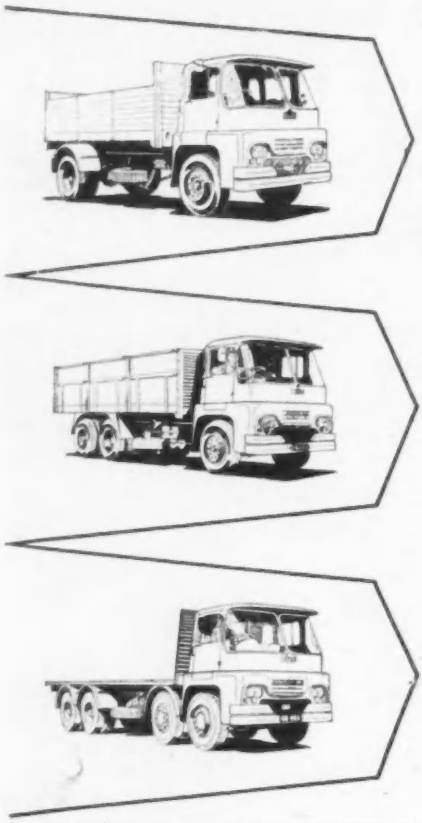

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Ask for literature and prices from your Guy Distributor.

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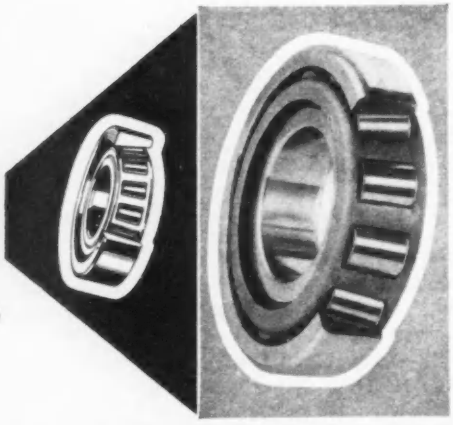
Part of the **FAG** Range of Ball and Roller Bearings



A comprehensive range of interchangeable cones and cups in inch sizes. Light, medium, wide light, wide medium and steep angle medium series in metric sizes.

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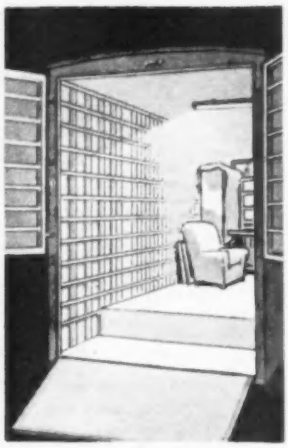

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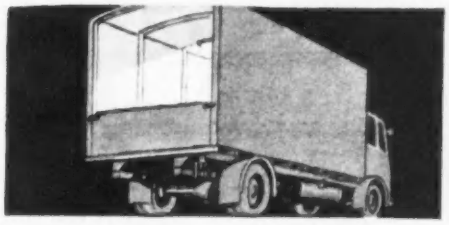

From lightweight van to ten-ton pantechnicon, every transport vehicle can now have the big advantages of *fluorescent* lighting . . . advantages such as higher light output for low consumption, evenly distributed illumination, long life, high resistance to vibration, and additional revenue from illuminated advertising signs. Why — because Philips Lightweight transistor ballasts allow you to use modern fluorescent lighting direct from the vehicle's battery. *For details, send this coupon.*

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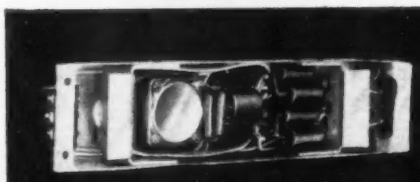

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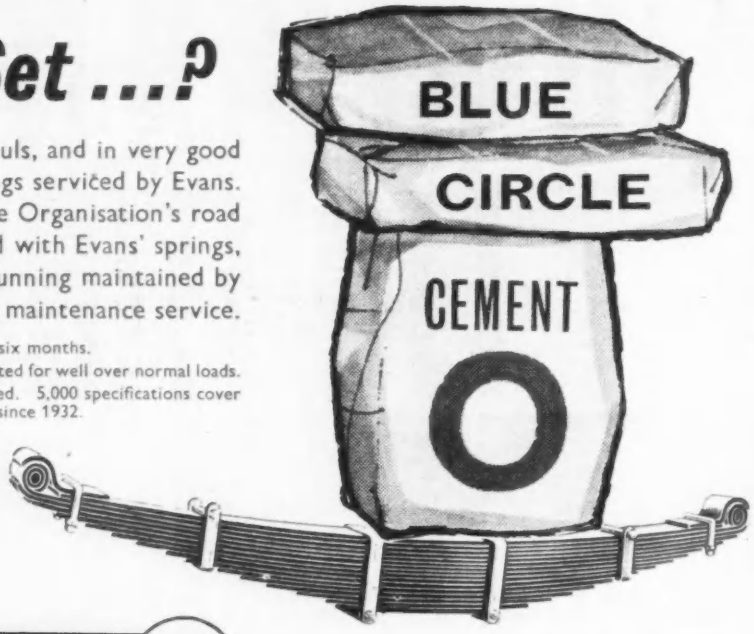

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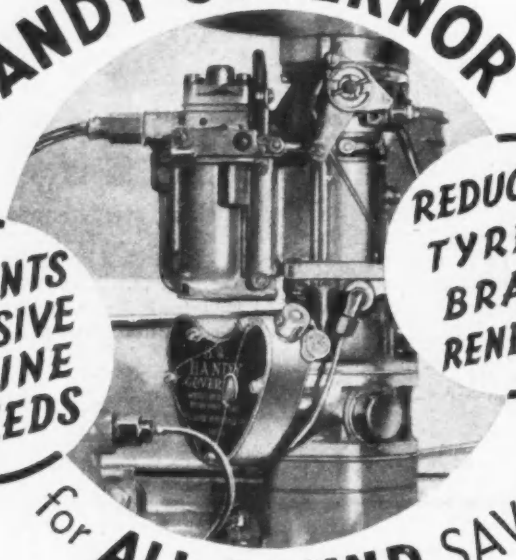

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The Handy Governor prevents excessive engine speed without loss of power. It is entirely self-contained and cannot be cheated by manipulation of the choke or throttle.

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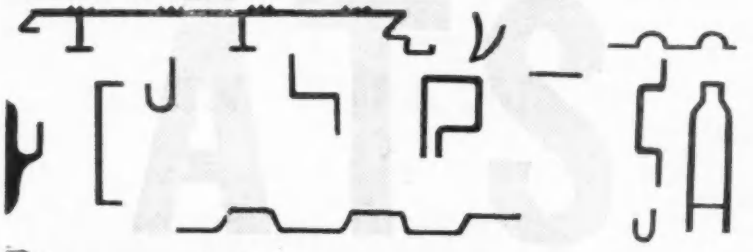

HIEROGLYPHICS!

Not really! But it is the writing on the wall for many truck operators, because those shapes are just a few of the many extruded sections, used by Alloy Transport Sections in the construction of their many types of light alloy bodies. That's where the immense strength of an A.T.S. body lies—correct use of the right section for a given purpose! Yet this is achieved with an overall saving of anything up to 20 cwt. over a similar timber or steel body, depending on size and type . . . and that means a direct increase in payload of a similar amount!

Meet Mr. John Winfield of H. Winfield (Walsall) Ltd., This Midland concern, engaged in the nation-wide haulage of such commodities as solid fuels, ashes and hard core, are only too aware of the advantages that light alloy body construction has to offer. "Apart from the obvious gain in payload" says Mr. Winfield "we must have bodies that do not twist or bulge under load. That's why our A.T.S. all-alloy bodies have heavy duty floors, and hollow tongue-and-groove planked sides". Maintenance—or lack of it—is also a big feature. "They're easy to keep clean and smart" say Winfield's "in fact, one of our Alloy bodies in regular service for six years still looks as good as new!" Here's a firm who are convinced that initial outlay is soon repaid. "A vehicle of 14 tons gross used to give between 8 and 8¾ tons payload with a timber body. By fitting alloy bodies we get 9½ tons! On present commitments it represents a weekly increase of 16 tons per vehicle", states John Winfield. "That's a fleet payload increase of 400 tons per week!"

H. Winfield (Walsall) Ltd., have proved that it pays to fit light alloy bodies . . . . let A.T.S. prove it to you, it will pay in the long run!

MAKE YOUR PAY£OAD PAY!

The body illustrated was built specially for H. Winfield Ltd., but there is a standard range of A.T.S. light alloy tipper, dropside, and platform bodies to suit all makes of chassis. For full details please telephone CENTRAL 0801. Also at Leeds (Phone Morley 4251).

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ALLOY TRANSPORT SECTIONS LTD

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Whatever your particular needs in commercial vehicle body building—from a 20 tonner to a 10 cwt. van—Locomotors can do the job. Locomotors have them, and build them in all shapes and tonnages, in standard designs - or to suit your own *special* needs, at competitive prices.

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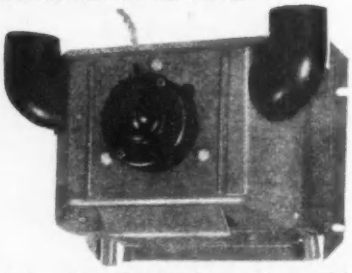

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From your usual factor, or full details from

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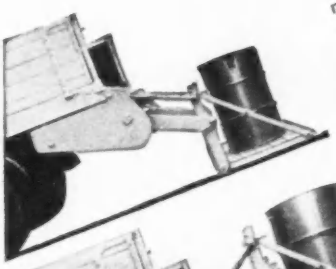
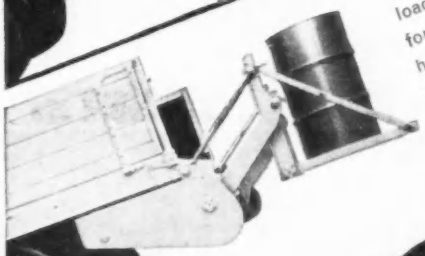
Tailboard loaders

that let the vehicle do the work

The Service Engineering Company range of Tailboard Loaders makes the loading and unloading of heavy, bulky or fragile packages—up to one ton in weight—quick and easy. On to—or into—lorries, vans or pantechnicons. Turnrounds are speeded . . . the vehicle spends more time on the road. The loader operates hydraulically—powered by the engine of the vehicle; or—on some models—by an electric motor energised by a battery. Installation is simple, quick, involves no structural alterations to the vehicle. Send for folders showing how our loaders can help you!

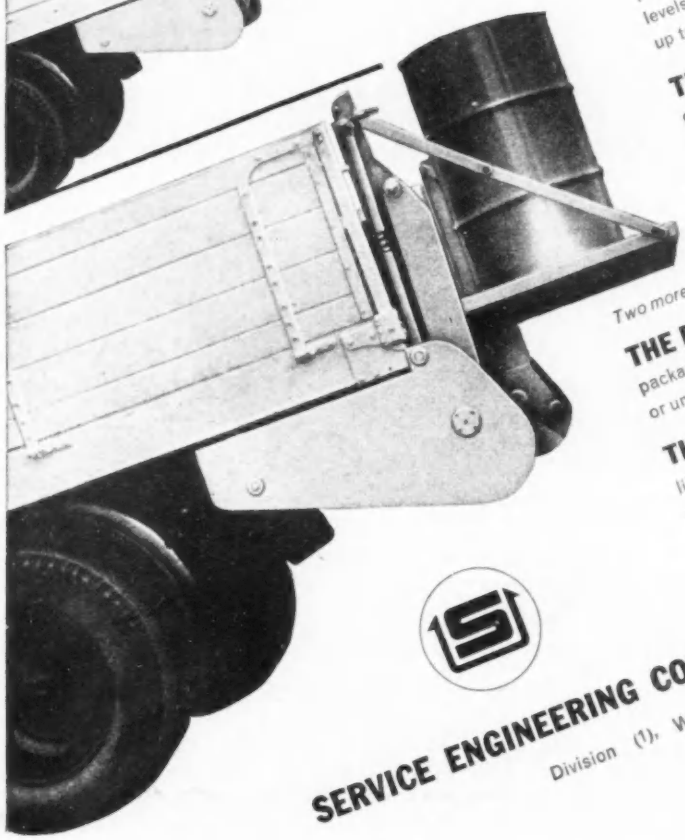


THE VERTISWING (shown at three stages of operation) is for loading goods up to one ton in weight. The load is placed on the platform which has been lowered to ground level. A movement of the hand-operated lever and in seconds the load is smoothly and safely raised until the platform is in the position of a horizontal tailboard.



THE MINISWING operates in a similar manner to the Vertiswing, and is designed for goods up to 5 cwt. The platform is 27 in. square.

THE VANLOADER-MAJOR is for lifting packages so that they may be stacked at different levels within large vans. It will lift a load at 6 cwt. up to 8 ft.



THE VANLOADER is for loading bulky goods on to the smaller types of van. There are models with lifting capacities from 2¼ cwt. to 7 cwt.

Two more labour and time savers—

THE DUMBO LIFTING SYSTEM — elevates packages to the right height and position for stacking or unloading at an upper floor.

THE HYDRATIP TIPPING MACHINE — lifts containers to the required height and tips the contents into a hopper or other receptacle.

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Something must be done!

The menace of diesel fumes is at last being brought out into the open. The newly formed Diesel Exhaust Fume Abatement Society under the chairmanship of the Rt. Hon. the Lord Colwyn is arousing responsible public opinion all over Britain. Many leading personalities in political, industrial and medical spheres are actively interested in fighting the diesel menace.

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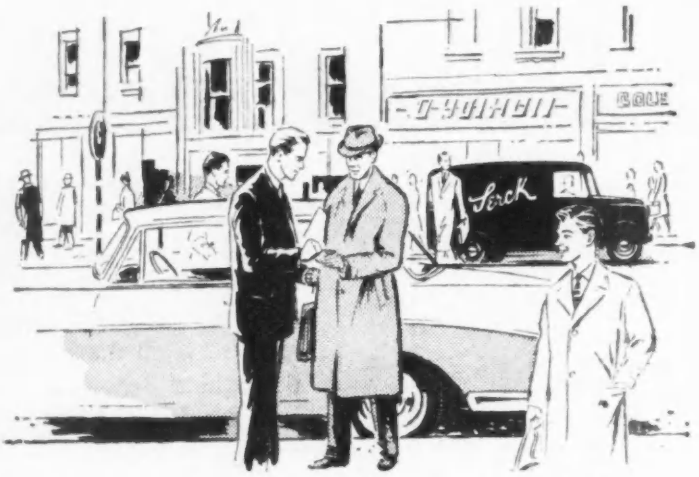

The busy driver depends on the reliability of his car. With appointments to keep and traffic hazards to negotiate, it is important that one thing he doesn't have to worry about is his car. And the garage manager, whose job it is to maintain the reliability of the vehicles in his care knows, when it is a question of radiator repairs or service exchanges, he too enjoys the same confidence.

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It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before, being made of 18g extruded age hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise," "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing.

The shutter can be supplied either in roll up or roof type.

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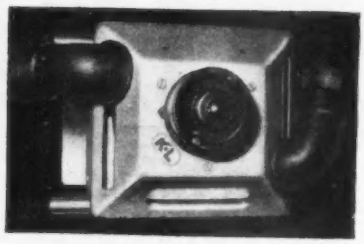
$3\frac{3}{4}$-kW Diesel
CAB HEATER DEMISTER/ DEFROSTER



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- ★ Easiest to install
- ★ Highest heat output
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The Norway Cab Heater, Demister / Defroster can now be bought in SPECIAL TAILOR - MADE KITS. These kits include for easy installation engine connection brackets, demister hoses, etc.

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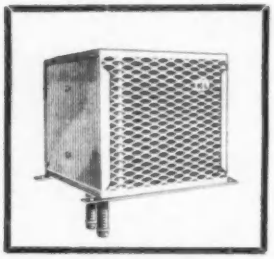
K-L "385"

UNDERSEAT HEATER

- **$5\frac{3}{4}$ kW capacity**
- **Quiet Running Motor**



Fitted with utmost ease the "385" underseat heater has $\frac{3}{4}$" diameter inlet and outflow tubes which provide an easy flow of water under severest of weather conditions and with aid of an all copper element gives maximum amount of heat at any time. Can be fitted to both petrol or diesel engine. Dimensions $9\frac{1}{4}$"×$10\frac{1}{2}$"×$8\frac{1}{2}$" high available in 12 or 24 volt.

Motorairette

Dimensions: Overall Diameter 8"
Interior Projection 1"
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Ideal draught-free fresh air ventilation for the minibus or medium sized vehicle. The easy-to-fit K-L Motorairette will keep the interior fresh and well ventilated on the hottest summer days especially when carrying livestock or perishable goods.

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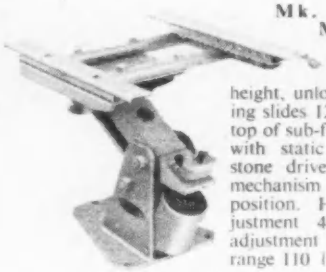

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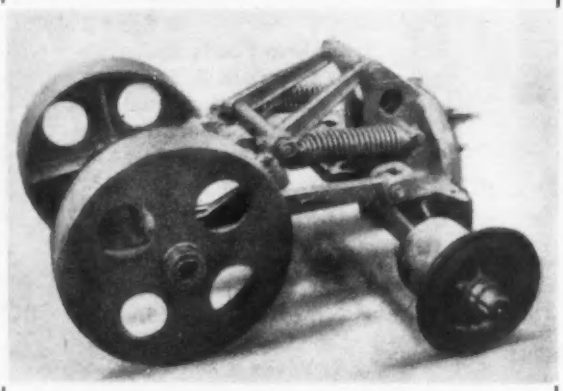

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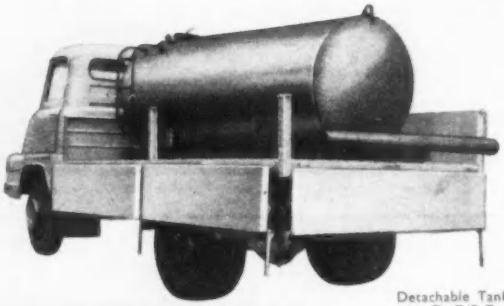

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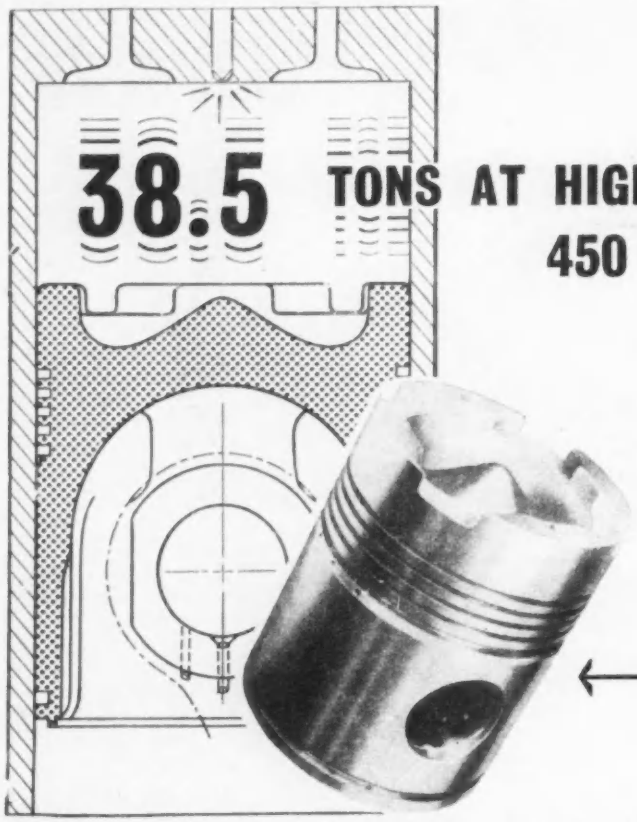

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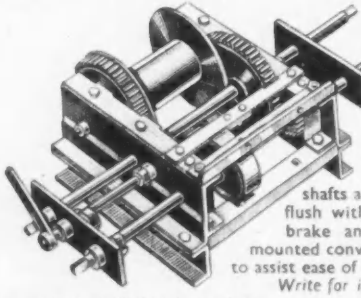

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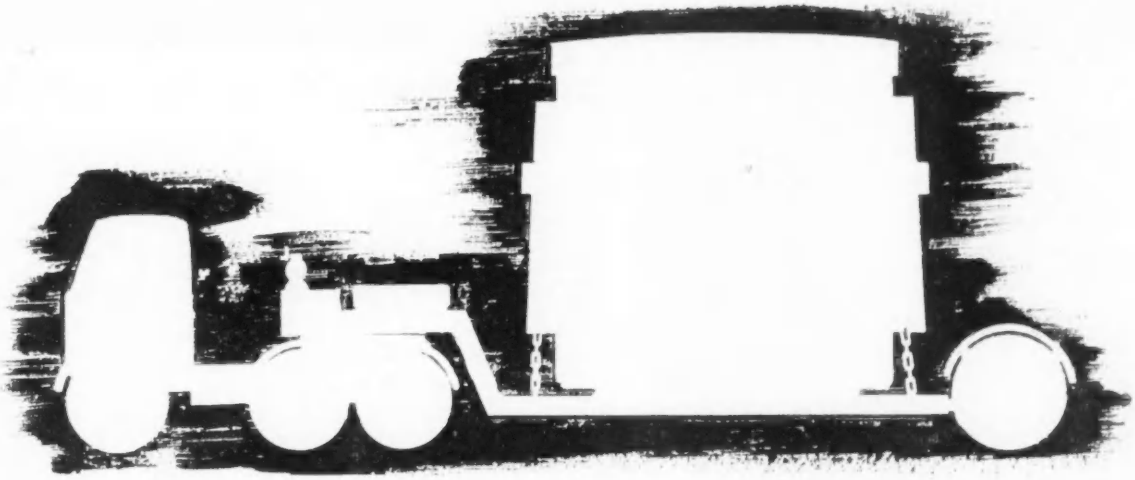

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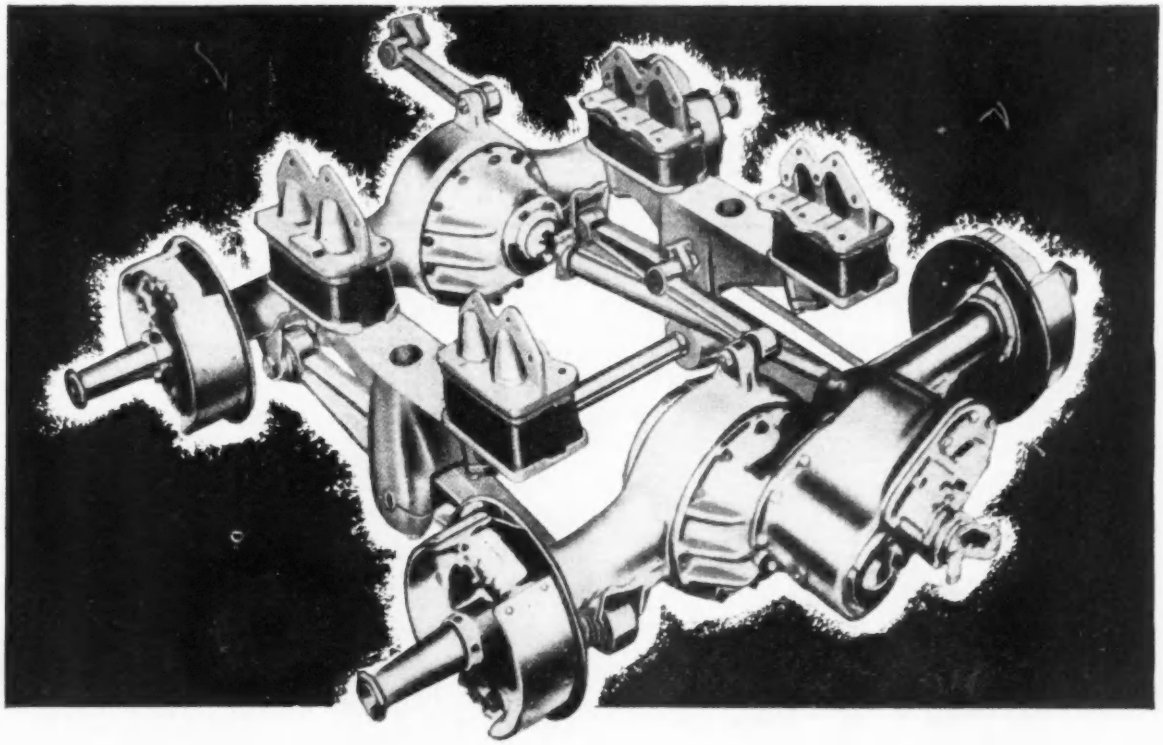

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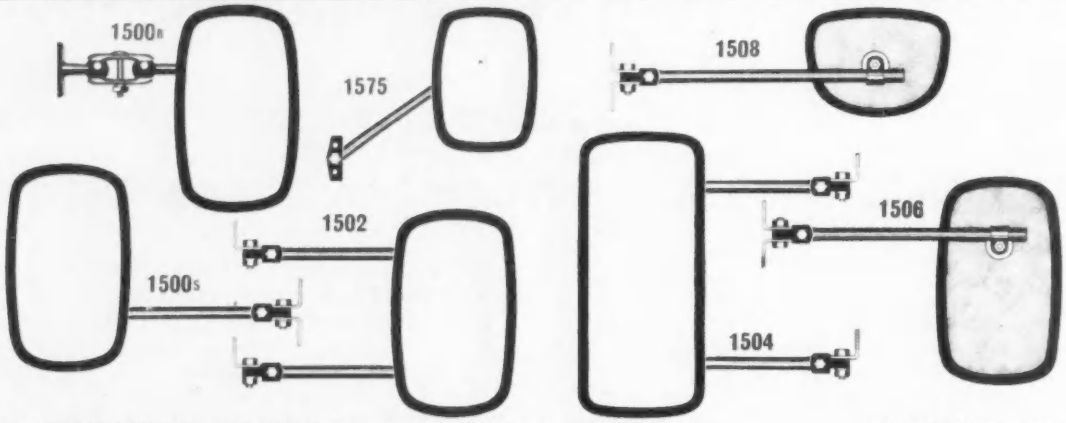

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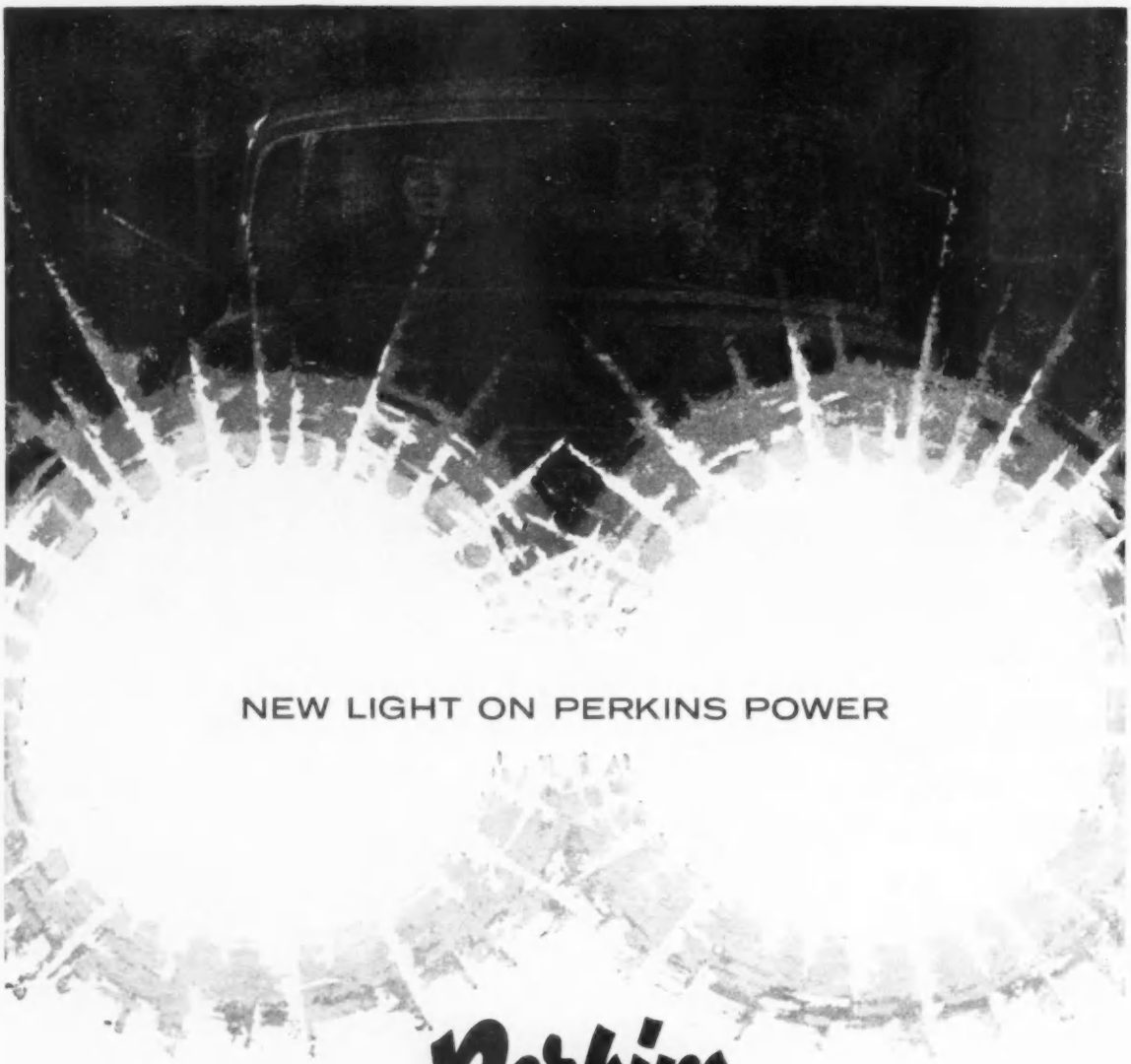

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Lord Hailsham's Aperitif

AROUND the time, last year, that the Commercial Motor Show opened at Earls Court, Sir William Black, A.C.V. chairman, said that negotiations for higher commercial vehicle speed limits had "reached a delicate stage." Already this year the restriction on public service vehicles has been eased to 40 m.p.h. outside built-up areas.

Although passenger operators are now saying that it would be even better to have no restrictions at all outside built-up areas, everyone is agreed that the 40 m.p.h. limit is sensible, and a contribution to safety because traffic is able to flow instead of being artificially restricted by a slow-moving p.s.v. No major labour problems have arisen; no calamities, as some public jeremiahs forecast, have occurred as a result of the legal reaction to a common, safe practice.

Now, it would seem, the time is approaching when at least some goods vehicles will also be permitted to travel at 40 m.p.h. outside a built-up area. On the face of it, the manner in which the heavy hint was dropped was unusual and rather vague. As reported last week, Lord Hailsham let the information out—one presumes by design—during the committee stage of the Road Traffic Bill in the Lords.

There had been pressure during the proceedings from Lord Derwent and Lord Molson for the Government to reiterate their undertaking given to the Lords during the passage of last session's ill-fated Road Traffic Bill that the Minister of Transport would review the proposal of speed limits so as to make them, without undue delay, more realistic. Both Lord Chesham, the Parliamentary Secretary to the Minister of Transport, and Lord Hailsham last week gave repeated assurances that this would be done.

What Lord Hailsham said in addition was that the Departmental Road Safety Committee had recently met and "considered certain proposals" and "in general" came down in favour of them. The principal proposal, said Lord Hailsham, was for 40 m.p.h. outside built-up areas for "ordinary commercial vehicles not drawing trailers." The presumption must be that, if any new proposals are enacted (and Lord Hailsham's statement does not necessarily mean that they will be), they will follow the general division in the Regulations which, on May 1, 1957, brought the 30 m.p.h. limit into being for all goods vehicles not having drawbar trailers. However, Lord Hailsham's statement does not make it clear whether articulated units were included in the new proposal.

The 1957 Regulations, by including vehicles with drawbar trailers, created a dual speed limit of 30 m.p.h. for solo goods vehicles and 20 m.p.h. when towing a trailer. Lord Hailsham did not elaborate last week (nor was he pressed to elaborate) on whether any new regulations, if proposed, would continue the differential for raising the speed limit for vehicles with drawbar trailers to, say, 30 m.p.h. His phrase "normal goods vehicles" is meant presumably to include special-type vehicles.

Without any doubt at all, operators and manufacturers alike will warmly welcome any firm proposals on the lines Lord Hailsham sketched. British commercial vehicles are now without exception designed to operate safely at such a speed. Indeed, they will operate for long spells at considerably higher than 40 m.p.h., so at that speed will not be dangerously extended.

Now, having whetted everyone's appetite with this welcome but slightly vague aperitif, the Government should proceed with dispatch to lay down some definite proposals. In this, for once, they will certainly not incur anyone's displeasure.

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NEXT WEEK

- Staffordshire Farmers' Transport
- Edinburgh Coach Tours

Personality of the Week

Arthur

PERCHED high on a stack of timber unloaded at a covered wharf of Rotherhithe Wharves, Ltd., an intent man manipulated lengths with the consummate skill and nonchalant ease of a seasoned gambler shuffling a pack of cards. The stack grew before my eyes, presenting even to me, unused to the ways of dockers, a vivid picture of functional neatness, of impeccable symmetry. This, I thought, is very good indeed.

And the old hand at my side, Arthur Drain, evidently thought so too. "Beautiful, beautiful," he said. "You won't see a better-looking job anywhere." His pride was understandable. For this was his wharf. These were his people—this man on the timber, the men on the new cranes. What Arthur Drain saw he liked, because he knew it was good.

This happened in November in the year of grace 1961. Arthur, therefore, has been at it for 40 years or more, 40 years during which he has made his name in the City of London among timber shippers and, more widely, in the road transport industry which has valued him for many a year as a man whose judgment can be implicitly relied upon.

The story of his business follows what has now become virtually classical lines. Picture to yourself a youngster demobilized after World War I, with not very much money in his pocket but with a desire—"yearning" is perhaps not too strong a word—to be his own boss after the years of being bossed. He knows something about transport, but not very much. Yet those vehicles, surplus to service requirements and all going cheap, are a temptation. In partnership with an old friend he buys one. The venture looks promising. Off they go to Slough to buy a second. And

Bird's Eye View — **By The Hawk**

What is Deadweight?

DURING the recent debate on the Transport Bill in the House of Commons Sir Edward Boyle, financial secretary to the Treasury, stated the effect of the proposed financial changes. As a result, the community as a whole would be assuming responsibility for debt amounting to roughly £2,450m. "This is not a deadweight debt," he added.

The taxpayer will no doubt be indebted to Sir Edward for this note of cheer.

Point, Counterpoint

MANY arguments in the Transport Tribunal seem to cut both ways. What opposing counsel do not think of, the President, Sir Hubert Hull, will. Thus in the armoured car battle . . . sorry, appeal case, last week:—

"The appearance of uniformed escorts is a deterrent to thieves," suggested counsel.

"It might also be said that it draws their attention," said Sir Hubert.

and

"If the traffic is being carried illegally it is false traffic and cannot be considered as evidence."

"Equally, of course, if it was innocently done then it could be said that they should be enabled to do it properly."

and

"The value of the consignment is not indicated by the means of carrying, whether by escort or armoured car."

"But either makes it a consignment of value."

The phraseology may not be accurate but the substance is.

B10

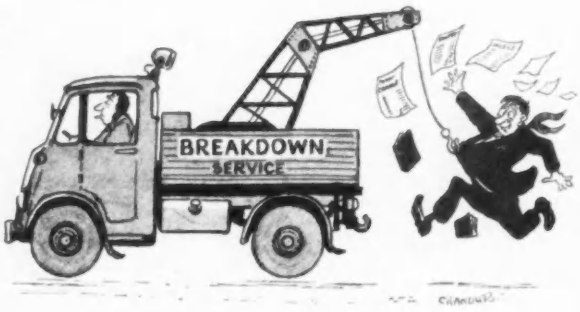
Transport Golfers

THE Transport Golfing Society turned out in great strength for their annual dinner at the Connaught Rooms last week.

I understand from K. E. Goring-Felton, the reigning president, that the Society is flourishing.

Sir Stanley Rous was the principal guest and I liked his story of the general and the bishop who played a round regularly every Monday, with the general always successful.

After one fearful thrashing the bishop, feeling very bitter, implied that he would not be averse to reading the burial service over his opponent; but the general achieved a tactical victory with his reply that nevertheless it would still be his hole!



Edward Drain

before long it seems as though they are going the way of so many others with similar ambitions—downwards.

The two friends decide to part company; but who is to remain with the transport business? One day his partner said "You keep it, Arthur. I think I'll get out." So Arthur bought his friend's share, kept the business going through lean times and fat, and today operates 42 vehicles hauling timber in the London area, owns a canal-side covered wharf and two beautiful new cranes to off-load the timber from barges.

Now I judge him to be just as ambitious today as he was in the nineteen-twenties. He shows no lack of energy (I think he would have had me climbing on top of those stacks of timber had I given him half a chance). Yet he started with a couple of vehicles all those years ago and is now content with a dozen or so. Why? He could have expanded beyond recognition of the present A. E. Drain (Transport), Ltd., if he had had a mind to. The answer, though he did not give it himself, seems quite plain to me. I believe he feels that with a larger organization he would be unable to provide the intensely personal attention to his clients that, for him, is the very foundation and essence of his flourishing business.

His progress may have been as hard to achieve as that of any other business. But it has certainly not been disenchanting. His firm has developed through personal recommendation, and the recommendations have come for that most satisfying reason, service faithfully rendered.

Many Activities

So it is not surprising that he is bound up very closely with the councils of the road haulage industry; chairman of the South London sub-area, Road Haulage Association, for the past quarter of a century off and on; elected chairman of the Metropolitan and South Eastern Area in 1958; chairman of the Timber Hauliers Committee, a special section of the Metropolitan and South Eastern area formed in 1960.

His position in the City of London, as a true City man, is also logical. He is a Freeman, a Member of the Court of the Worshipful Company of Carmen. He does not claim to be a Cockney born, but if the wind had been in the right direction the bells of Bow Church, could, I am sure, have have been heard faintly pealing at his birthplace.

A prerequisite of success in any form of transport is utilization. It is as true of an airline operating jets as a road haulage firm using Bedfords. Partly for that reason Arthur Drain has given much thought to load safety. "We've never had a truck overturned through unsafe stowage or inadequate securing of ropes and chains," he told me. "If that happened after all the years I've been in business I would be ashamed of myself, and I'm sure I wouldn't dare show my face to my clients."

It is in the nature of things, therefore, that he should be chairman of the recently formed Timber Hauliers Committee to which I have already referred. It is already proving itself a productive committee: closer relations within the timber trade, co-operative search for solutions to the many problems incident to it, a down-to-earth memorandum on safe loading and a list of many hardwoods and softwoods with weights per cubic foot—these are some of the tangible results of its work under Arthur's chairmanship.

"Of course, the general public is intimately concerned with the safety factor in road transport. And in this respect legitimate public interest coincides with our own," he said. "We can't afford to have vehicles out of action for any reason, so we do all we possibly can to see that they are fit for the job and that all loads are treated with scientific precision.

Happy among the timber—Mr. A. E. Drain.

"Our fleet is a Bedford one. But we buy only cab, engine and chassis. We make our own bodies, taking the view that we understand our own requirements best. The first job seen to in our garage, for instance, is the fitting of steel plates where experience has taught us extra strength is needed. The trouble with timber is that it sways and pitches a good deal—as we discovered—and finds out a weak spot just behind the cab. Since we've systematically fixed the plates the trouble has been cured."

Rigid Vehicles

For his particular work, Arthur Drain is no enthusiast for articulated vehicles. All his trucks are rigids. "We have to negotiate a lot of rough ground and extremely tight turns. I told you about the pitching and swaying to which our particular loads are liable. Well, I don't believe articulated vehicles have the strength and stability needed for the job," he said.

He gave me a great deal of technical advice as to the manner in which I should load my timber-carrying vehicles if ever I took a fancy to enter the industry (have no fear, you carriers of the United Kingdom. There is, I assure one and all, absolutely no danger of my entering into competition). *The Commercial Motor* has already published in full the recommendations of the Timber Hauliers Committee on this matter. There is no need for me to repeat them here.

When I left Rotherhithe Wharves, Ltd.—acquired by Arthur Drain only about 2½ years ago—I took a last look at those beautifully stacked standards. Even if you have no interest in the timber industry but are perhaps somewhat philosophically minded, take a look at Rotherhithe Wharves when you are down Deptford way and reflect on the fact that aesthetic appearance and fitness for purpose usually go hand in hand.

H.C.

811

Government May Simplify Some Drivers' Records

FROM OUR PARLIAMENTARY CORRESPONDENT

THE Ministry of Transport wants to have early talks with employers and unions about simplifying some drivers' records. "We have some ideas about which we should very much like to have some rapid consultations with both sides of the industry," said Lord Chesham, Joint Parliamentary Secretary to the Ministry, in the House of Lords last week.

He promised that the Ministry would see whether there was any "equitable and acceptable" solution to the problem of simplifying records and at the same time safeguarding drivers against overwork.

In the face of this pledge Lord Derwent withdrew an amendment to the Road Traffic Bill, which would have given the Minister power to make regulations setting out a simplified form of record for some vehicles, probably local delivery vans.

The present regulations, which were largely drawn up to protect the long-distance driver, were really too complicated, claimed Lord Derwent. A simpler form was required for local delivery vans working more or less the same round every day, doing the same job every day, and working within a limited area.

Describing the many entries which had to be made, he said that in the case of local delivery vans this was rarely carried out, and where it was one could, if one wanted, fill it in for a month at a time.

Lord Derwent prophesied that the regulations the Minister would probably make would be of two kinds—he would limit them to a class of vehicle as regards weight, and to size of the vehicle. Those were only two limitations which were necessary.

The proposal in the amendment had been under discussion for years, he went on, and the people who ran and drove the delivery vans were, by and large, all in favour of it.

Reservations about any alterations to drivers' records were held largely, he thought, by the Transport and General Workers' Union because they dealt with long-distance heavy vehicles, where protection and very strict records were necessary in the interests of their men.

Lord Derwent answered this by pointing out that delivery vans would probably be the only kind of vehicle allowed to use the simpler form of record.

The unions were also worried whether any relaxation would affect working hours, he added, and therefore he had laid down in his amendment that the Minister could not make regulations which in any way affected the section of the 1960 Act dealing with working hours.

Opposing the amendment, Lord Latham said it struck at the very basis of the regulation. He had it in writing from the T.G.W.U. that they were opposed to the amendment on the ground that, in absolving the drivers of light vehicles within specified areas from the obligation to provide the specified information appearing in the principal Act, it would result in the drivers working longer hours.

The union had also informed him that at present there was a good deal of non-compliance with these provisions, added Lord Latham, and that this was not limited to the lighter vehicles with which the amendment was concerned.

Lord Chesham conceded that there was some merit in the argument that it was frustrating and useless to make up a lot of complicated records which wasted the driver's time, and that if life was made simpler for him that was entirely desirable.

"And there is certainly merit in the necessity of guarding drivers against working over-long hours, which has been the subject in the past of delicate negotiations."

ONLY 18 DAYS TO COMPLETE VEHICLE TESTS

OPERATORS are reminded that a motor vehicle first registered on or before December 31, 1954, may not be used on roads after December 31 this year unless a test certificate for the vehicle has been issued within the past 12 months. This is the substance of The Motor Vehicles (Tests) (Extension) Order, 1961, S.I. 1961 No. 2256, obtainable from H.M. Stationery Office, price 3d., which was made on October 20 and approved by the House of Commons on November 20.

These vehicle test regulations do not apply to goods vehicles with an unladen weight exceeding 30 cwt., or to articulated vehicles.

During the debate Lord Chesham also announced that the Government accepted the principle that local authorities who proposed to extend trolleybus routes should be able to do so through a simplified procedure.

The Bill passed through the committee stage after receiving a number of small amendments—one of which will enable the police to prove use of a vehicle by certificate, where facts are not in dispute.

A recent addition to the fleet of The Pyrene Co., Ltd. is this 700-gal. tanker. The two-compartment stainless-steel tank is mounted on a Thornycroft Swiftsure chassis and enclosed by light-alloy panelling. Access to the full-length overhead walkway is by steps recessed in the body panelling, which also conceals a Reavell compressor with filters to both the intake and delivery points, the compressor controls, discharge lines, and three lengths of armoured hose.

Vehicle Security Measures

AT a meeting in London on Monday, the Vehicles Security Committee of the Road Haulage Association elected Mr. J. T. Brown as chairman. Mr. Brown sits on the committee as representative of the Express Carriers Group of the association. He is a director of Atlas Express Co., Ltd., of London, S.E.16.

The committee agreed to recommend awards to two drivers who had given information leading to the conviction of lorry thieves. Among other matters considered were proposals for tracing as quickly as possible stolen vehicles that were unloaded only a short distance from the place of theft; and the details of a form to be completed by drivers when applying for a job.

The following figures of thefts of or from commercial goods vehicles in the Metropolitan Area for the first nine months of the past three years were reported.

	First Nine Months		
	1959	1960	1961
Number of thefts	2,900	2,600	3,150
Total Value	£415,000	£330,000	£600,000

Ban on Small Vans for Lorry Driver Title?

THE Executive Committee of the Lorry Driver of the Year Competition is to meet in Coventry on January 16 to decide whether to ban entry of small vans into the Competition. Some criticism has been voiced at earlier meetings of the Executive that small vans, because of their easy manœuvrability, are in an unfairly favourable position in the eliminating rounds.

This year stewards at eliminating rounds were asked to prepare reports on the subject. One proposal for the January meeting is for a minimum unladen weight of one ton in Class A.

At a meeting of the Executive in Coventry last week it was announced that the 1962 final will be held in Coventry at the Massey-Ferguson, Ltd., factory.

There is a possibility that new centres will be set up at Salisbury and Northampton. Thanks to an offer by Express Dairy, Ltd., it may also be possible to stage the Slough round next year on the Express site at Ruislip, Middlesex; the round was cancelled this year because the organizers could not find a ground.

The Executive Committee was also told that there had been interest from at least 400 operators in taking part in a London Area round such as the one staged at Croydon this year.

Rural Transport Debate Likely

THE transport problems of the countryside, particularly the threat to uneconomic railway lines, are to be raised in Parliament next Monday by Mr. Frank Hayman, Labour M.P. for the Falmouth and Camborne division of Cornwall. Mr. Hayman is seeking to provoke a wide cross-party debate on a motion summing up his feeling that "unless something is done for rural transport, the countryside is going to wither."

Sixty-six-year-old Mr. Hayman, who is Parliamentary Private Secretary to Mr. Hugh Gaitskell, hopes that M.P.s from all sides who represent rural constituencies will join him in speaking their minds and expressing their fears.

Although the Government's failure to take swift action on the recommendations of the Jack Committee is bound to be condemned, Dr. Beeching's future actions as railways chief are Mr. Hayman's chief apprehension.

Faced with an important branch line closure in his constituency, he will urge co-ordination of rural buses and trains on an adequate scale, and indicate that he feels that the future of ordinary people living in the countryside who do not possess private cars looks "pretty dim."

Mr. John Hay (Parliamentary Secretary, Ministry of Transport) will give the Government's answer to Mr. Hayman's case.

R.H.A. Chairman Defends Rates Increase

THE increase of 7½ per cent. in haulage rates recommended by the Road Haulage Association was the minimum required to cover rises in costs, many of which had taken place several months ago, said the association's chairman, Mr. J. B. Mitchell, last Saturday.

Mr. Mitchell said the rates that will apply as from the beginning of 1962 were no more than two and a half times as much as the corresponding charges before the war and in many cases the rise had been considerably less.

"If fair and reasonable rates are not charged it no longer becomes possible to keep up the standard of service, so that any advantage the customer may think he has gained is very short-lived indeed."

...and Govt. Urged to Intervene

THE Government was urged in the Lords on Tuesday to discuss with the R.H.A. its proposed increase in haulage rates—and was warned that if increased costs resulted from the new rates it would be very difficult to maintain the pay pause. But Lord Newton, for the Government, firmly resisted suggestions that it should intervene, despite Opposition claims that the Government had intervened in the Unions' pay claims.

The Government were not party to the Association's decision, said Lord Newton, and did not control its activities.

Lord Stonham maintained it was the Government's duty to find out about the Association's decision. Why did the Government not go to the R.H.A. and discuss the matter?

Reorganized Seddon Board

IN accordance with his expressed wish to ease his day-to-day business commitments, Mr. R. H. Seddon has resigned as chairman and joint managing director of Seddon Diesel Vehicles, Ltd. At the unanimous wish of the directors, he has agreed to remain on the board as director and consultant.

Mr. R. H. Seddon was one of the founder members of the original business established 42 years ago.

Mr. Herbert Seddon has been appointed chairman of the company and Mr. H. Redmond, deputy chairman and managing director.

Forthcoming Events

December 11.—Institute of Transport, Henry Spurrier Memorial Lecture, London.
December 18.—Institute of Transport, Annual General Meeting, London.

1962

February 22-March 4.—Amsterdam Show.
March 15-25.—Geneva Show.
March 16.—Institute of Transport, Annual Dinner, The Dorchester Hotel, London.
April 7-8.—National Coach Rally, Blackpool.
April 30-May 5.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.
May 5-6.—Eighth British Coach Rally, Brighton.
May 8-18.—Mechanical Handling Exhibition, Earls Court.
May 15-17.—Public Transport Association Conference, Harrogate.
May 18-20.—Institute of Traffic Administration, Annual Conference, Blackpool.
May 29-June 1.—Institute of Transport Congress, Cardiff.
June 4-8.—Public Cleansing Conference, Hastings.
September 21-29.—Commercial Motor Show, Earls Court.
October 15-17.—Road Haulage Association Conference, Bournemouth.
October 17-27.—Earls Court Motor Show.

Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Paris—October 4-14; Turin—October 31-November 11.

A genuine 15-ton load of cement can be carried in this standardized Pneumajector vehicle at a gross weight of 24 tons, the 540-cu.-ft. container being an argon-arc-welded assembly of $\frac{3}{16}$-in.-thick aluminium-alloy plate. This development has been announced by Bonallack and Sons, Ltd., Basildon, Essex, and the equipment can be mounted on many of the standard eight-wheeled chassis, such as A.E.C., E.R.F. and Foden.

Men in the News

Mr. J. M. Milton.

Mr. P. M. Meaney.

Mr. E. A. Martin.

Mr. J. M. Milton, formerly chief service engineer at S.M.T., Ltd. head office in Edinburgh, has joined Syd Abrams, Ltd. as executive service director.

Mr. P. M. Meaney has been appointed to the boards of Mercedes-Benz (Great Britain), Ltd. and Auto-Union (G.B.), Ltd.

Mr. J. L. Steward has retired after 33 years with the tyre division of the Dunlop Rubber Company.

Mr. R. C. Simpson has been appointed manager of the Manchester branch of the Astley Industrial Trust, Ltd.

Mr. John Eaves and **Mr. Raymond Eaves** have retired from the board of H. V. Burlingham, Ltd., recently acquired by Duple Motor Bodies, Ltd.

Mr. J. M. S. Coates, of Newcastle upon Tyne, formerly a senior partner in the firm of Price, Waterhouse and Co., accountants, has joined the board of Smith's Delivery Vehicles, Ltd., Gateshead.

On completion of the move of the Central Publicity Dept. of the Nuffield Organization from Cowley to Longbridge, Birmingham, the following appointments are announced:—**Mr. R. C. Harrison,** deputy publicity manager; **Mr. A. L. H. Dawson,** Press officer at Longbridge; **Mr. G. Holmes,** sales promotion; **Mr. B. Oldfield,** advertising.

Avon's southern region, Replacement Tyre Division, is being divided into two separate regions following the appointment of **Mr. J. Collins-Thomas,** formerly area sales manager, southern region, as sales executive, National Contracts Division. Area sales managers for the two new regions, to be known as London North and London South, are respectively **Mr. J. Ramsay,** formerly area sales manager, Leeds, and **Mr. E. Wigley,** formerly district manager, southern region. **Mr. P. Johnston,** formerly district manager, becomes area sales manager, Newcastle, and **Mr. M. H. Simpson,** formerly district manager, Bristol, is appointed area sales manager, Leeds.

Mr. A. J. Phillips has joined Grove Lodge Motors, London, as sales director. He was formerly on the board of the Marston Group of companies.

Mr. F. M. Stewart, managing director of the North British Rubber Company, Ltd., is retiring at the end of this month. He will remain a member of the board. **Mr. E. A. Martin** succeeds Mr. Stewart.

Herr Rudolf Egger-Büssing, general director of the Brunswick (West Germany) commercial vehicle manufacturers, Büssing Automobilwerke AG, has been awarded an honorary doctor's title by the Brunswick Technical University.

Mr. A. H. Jackson, Liverpool district manager of Leyland Motors, Ltd., has been appointed London area sales manager. Mr. Jackson joined Leyland in 1948 as a post-Services apprentice and entered the sales contracts department in 1950. In 1951 he joined the Liverpool depot as an area representative and was appointed Liverpool district manager five years later.

Mr. Wilfred Lynn has been appointed a director of North Central Finance, Ltd., with effect from January 1, 1962.

Obituary

WE regret to record the deaths of Herr Walter Glöckel, Mr. R. W. Jewell, Mr. J. Pitt and Mr. W. Wharton.

Herr Glöckel was managing director of the Austrian commercial vehicle producing company, Steyr-Daimler-Puch AG. He was 62.

Mr. Jewell, who was 56, was the Northern Ireland manager of the Vigzol Oil Co., Ltd. He died at his Belfast home.

Mr. Pitt, who carried on business as a motor engineer in Huntingdon for a number of years until his retirement, died at his home in Somersham, Hunts, at the age of 73.

Mr. Wharton, who died at Fourstones, Northumberland, was a pioneer in bus services between Hexham and Newbrough and Hexham and Allendale.

Municipal Contracts

Heston and Isleworth Finance Committee is to invite tenders for the replacement of two 15-cwt. trucks.

Cowes (I.o.W.) U.D.C. has accepted the £450 tender of Frank Cheverton, Ltd., Newport, for an Austin 10-cwt. pick-up truck.

Gosport Corporation is recommended to accept the £3,450 tender of Johnston Bros., Ltd., Dorking, for a suction cleaner vehicle on an Austin 5-ton chassis.

Fulham Housing Committee recommend the ordering from Rootes, Ltd. of a 10-cwt. Commer delivery van for £490. The Works and Highways Committee has recommended the purchase of two 10-cwt. Commer Express delivery vans from Rootes, Ltd. at £451 17s. 6d. each.

Luton Transport Committee is to order from Leyland Motors, Ltd., six Albion Lowlander bus chassis at £3,008 18s. each, and East Lancashire Coach Builders, Ltd. are to be asked to quote for the supply and fitting of bus bodies for them. The committee also recommends the ordering from Leyland of a further 10 Albion Lowlander bus chassis, and that tenders be invited for the supply and fitting of bodies for them.

Bradford Health Committee is to accept the offer of Alfresco Garage, Ltd. for two Lomas Junior ambulances for a total of £2,510; the supply during 1962-63 of two dual purpose ambulances on Bedford 25-cwt. chassis by Appleyard of Leeds, Ltd. for £3,726 and the supply during 1962-63 of four Lomas Junior ambulances at a total of £5,021. The Public Works Committee has approved the purchase and equipment as a mobile workshop of a Commer 15-cwt. high-top van at an estimated £816. It has also authorized the purchase of the following vehicles: a Karrier Yorkshire 800-gallon sewer-flusher gully emptier with auxiliary equipment at £3,121; a Commer Express delivery van at £495; a Commer 15-cwt. standard drop-side vehicle, at £708; and a Thames Utilabrake van, at £727.

Morecambe and Heysham Health Committee has authorized the purchase of a 7-cwt. van.

Hebburn (Co. Durham) Urban Council has accepted the £2,772 tender of Minories Garages, Ltd., Newcastle upon Tyne, for a Karrier diesel gully emptier.

Smethwick Public Works Committee has accepted a £3,575 quotation from Johnston Brothers (Engineering), Ltd., Dorking, for a channel sweeping and gully emptying vehicle.

South Shields Corporation has accepted the tender of Transport Vehicles (Daimler), Ltd. for four bus chassis at £2,483 each, and that of Charles H. Roe, Ltd. for four 63-seater bodies at £2,548 each.

Birkenhead Watch Committee has authorized the invitation of tenders for a prison van. It has also authorized the Chief Fire Officer to invite tenders for the replacement of two ambulances and one sitting case ambulance.

Wallasey Passenger Transport Committee has accepted the £1,077 tender of Geo. Herron and Co., Ltd., Wallasey, for a lorry for the ferries undertaking. The Education Committee has accepted the £481 tender of Postons Automobiles, Ltd., Moreton, for a 15-cwt. Commer van, for their school meals service, and the Health Committee has accepted an £891 tender from H. H. Timberlake, Ltd., Wigan, for a sitting case ambulance.

Eastbourne Highways Committee has recommended the purchase from Dennis Brothers, Ltd., of four Dennis Paxit Major II refuse collection vehicles with Dennis chassis and Perkins P6 diesel engines, for a total of £13,960. The Transport Committee is to invite tenders from A.E.C., Ltd. and Leyland Motors, Ltd., for five bus chassis, and tenders from East Lancashire Coachbuilders, Ltd. and Northern Counties Motor and Engineering Co. Ltd., for five bus bodies.

B.R.S. "Fragmentation" Defeated

AN Opposition attempt to put nationalized road transport under the control of a special Board instead of the new Holding Company was defeated when the Transport Bill was discussed in committee at the Commons on Tuesday. The suggestion was rejected by 22 votes to 12 after Mr. Marples, the Minister, had condemned it as "fragmentation."

Grant "In Principle"

WILLIAM BAXTER AND SON, of Tranent applied to the Scottish Licensing Authority in Edinburgh on Monday for a B licence for eight vehicles for "Coal, mining plant and equipment for the N.C.B., within a radius of 20 miles of Glencairn Colliery, Longniddry."

The vehicles, which had been employed by James Cunningham, Ltd., showed small earnings because they worked on short days and some stood at the pithead to be ready if necessary. The N.C.B., it was indicated, paid a subsidy where these vehicles were concerned.

Mr. D. Brown, for B.R.S., felt that four vehicles would be more suitable to handle the traffic.

Mr. W. Quin, Scottish Licensing Authority, granted the application in principle but reserved his decision with regard to the quantum.

HAULIERS FINED £136

A TAMWORTH haulage firm, Bearer Transport, Ltd., of Dost Hill, were fined a total of £136 on 105 summonses at Birmingham Magistrates' Court last week. Sixty-two of the summonses were for using unlicensed vehicles. The others were for aiding and abetting other drivers to infringe licence conditions.

Micrograms

Leyland in Belfast: The address of the Belfast office of Leyland Motors, Ltd., has been changed to 4 Scottish Provident Building, Wellington Place, Belfast, 1. The telephone number remains unchanged—Belfast 25418.

Men with Ideas: One hundred and twenty Vauxhall Motors employees, whose ideas for reducing costs and improving production efficiency have earned them a total of £28,000, attended a celebration last week to mark the presentation of the 10,000th award in the company's suggestions scheme.

I.T.A. Elections: The officers who have served the Devon and Cornwall centre of the Institute of Traffic Administration for the past 12 months were re-elected at the A.G.M. last week. They include Mr. A. W. Mahoney, transport superintendent of the S.W. Gas Board, as chairman, and Mr. E. W. Foster, secretary of Devon and Cornwall area of R.H.A. and T.R.T.A., as vice-chairman.

Guy Show: T.G.B. Motors, Ltd., of Clitheroe, Lancs, are today opening a private commercial vehicle show, as main agents for Guy vehicles in Lancashire. They will be displaying a wide range of Guy goods vehicles, including the Warrior Light-8, Warrior 4-wheeler, Warrior tractor, Invincible 8-wheeler and Invincible tractor. A double-drive Warrior Light-6 will be appearing in a public show for the first time.

Steel Hauliers Protest

TEES-SIDE haulage contractors who carried steel to all parts of England were having to face "cut-throat competition" from other hauliers who were reducing their rates to gain more work, it was alleged before the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Stockton-on-Tees last week.

The allegation was made by Mr. Siddle C. Cook, managing director of Siddle C. Cook, Ltd., Consett, Co. Durham. Mr. Hanlon read a letter Mr. Cook had written on behalf of himself and several other local hauliers. In this Mr. Cook said that haulage contractors engaged in the transport of steel to all parts of England had met recently to discuss the other hauliers, the legality of whose actions was "very much in doubt."

The haulage contractors asked Mr. Hanlon to meet a deputation from them.

Mr. Hanlon said he believed many haulage contractors engaged in the carriage of steel were finding great difficulty in obtaining work. "No haulage contractor likes to be an informer," he said, "but naturally they have to protect their interests."

He told Mr. Cook that he and the other haulage contractors could make their complaint at a public inquiry if they wished.

Mr. Cook said the R.H.A. had proposed 7½% rate increases, yet the hauliers of whom he complained were cutting rates and putting other contractors out of work.

Mr. Hanlon then advised Mr. Cook to let the matter rest for the present. When he had met the other haulage contractors, they could decide whether or not they wanted the public inquiry.

"I cannot take the complaint into account in respect of a particular company without letting them know," said Mr. Hanlon.

Previous Offence Revealed

BECAUSE of their previous conduct a Middlesbrough haulage firm were refused three applications to vary existing carriers' licences by the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Stockton-on-Tees last week. The firm, Road Materials (Middlesbrough), Ltd., said Mr. Hanlon, had committed an overloading offence earlier in the year.

Mr. J. Lonsdale, for the British Transport Commission, said the word "goods" had aroused the suspicion of British Railways. He would withdraw his objection on the undertaking that the type of goods to be carried was specified.

Refusing the applications, Mr. Hanlon said the firm could apply again straight away. His refusal would simply mean that the granting of the applications would be delayed for three weeks.

Mr. Hanlon said because of a mistake made by a court clerk in Middlesbrough, the justices had not dealt with the firm after the offence came to light. The turnover figures submitted in support of the applications, however, showed that the lorries had been overloaded.

He felt such a lapse could not be passed over lightly.

Mr. T. H. Campbell Wardlaw, for the applicant, said it was perfectly clear that action had been taken by the firm to ensure that such a mistake would not happen again.

PLAXTON FOR MIDLAND RED

PLAXTON coachwork is to be used by the Birmingham and Midland Motor Omnibus Co., Ltd., for vehicles to be employed on extended tours next year. Based on reconditioned B.M.M.O. chassis, the coaches concerned will be of two types, one, designated C2L, being a 26-seater with entrance immediately behind the front wheels, whilst the other, the C3L, is a front-entrance 36-seater.

This Thames Trader, 5-ton, 13-ft. 4-in. wheelbase chassis with a 4-ft. 4-in. Baico extension, is fitted with a 1,500-cu.-ft. Luton body built by Whiteacre's (Stoke on Trent), Ltd. The unit is operated by Alfred Connor and Co., Ltd., and was supplied by Rugby Autocar Co. (Nuneaton).

New Gearbox and Brakes for Bedford Vans

THE new four-speed all-synchromesh gearbox introduced with the latest Vauxhall Victor private cars is available from today as an optional extra on Bedford CA 10/12- and 15-cwt. chassis and vans. A change affecting the standard specification of all these models is that the adoption of Girling hydraulic brakes with two-leading-shoe front assemblies, has been announced.

The new gearbox adds £12 to the price of CA models compared with those fitted with the standard three-speed transmission. The box's forward ratios are 4.06, 2.64, 1.68 and 1 to 1, compared with 3.94, 1.84 and 1 to 1 as given by the three-speed unit. Both boxes have the same reverse ratio—3.77 to 1, and the rear-axle ratios are unchanged at 5.3 or 4.6 to 1, with the option of 4.1 to 1 on petrol-engined models only.

As with the three-speed box, the new four-speed transmission has a steering-column-mounted gear lever, all the wearing surfaces of the linkage being case-hardened. The extra ratio provided should result in livelier performance and improved fuel economy, particularly when operating in hilly districts or under congested traffic conditions. Both the three- and four-speed gearboxes have many common components, thereby reducing production costs.

An increase in lining area from 109.8 sq. in. to 118.4 sq. in., has resulted from the change to Girling brakes, which components have been fitted to production CA models for some months now, although their use has only just been announced. The new brakes have a diameter of 9 in., compared with 9.13 in., and the lining width is 1.75 in., compared with 1.5 in. It is claimed that pedal pressures are reduced by 10 per cent., whilst brake-adjustment is more simple with the new system.

New Hippo Tipper

AN 11-ft. wheelbase version of the Leyland Hippo Power-Plus tipper chassis has been announced by Leyland Motors, Ltd. It is designated the 20H.17R model, and has a gross weight rating of 20 tons.

The specification is generally similar to the Hippo 20H.16R model, but it has a 36-gal. fuel tank.

Van Prices Up

INCREASES have been announced by the Ford Motor Co., Ltd., in the prices of Thames 5- and 7-cwt. vans. Basic prices of both have been increased by £10, to £379 in the case of the 5-cwt. van and £409 in the case of the 7-cwt. model.

B.E.T. PRIZE AWARDED

MR. LEONARD HOLDSWORTH has won this year's special prize awarded annually by the British Electric Traction Co., Ltd., to the employee of a road passenger transport company in England or Wales, who achieves, within three consecutive years, the highest aggregate of marks in the Royal Society of Arts examinations for a diploma in road transport subjects. Mr. Holdsworth is assistant to the area traffic superintendent, Thames Valley Traction Co., Ltd.

WOMAN SALES DIRECTOR

MRS. EDITH HEYMAN has been appointed sales director of the Smith's delivery vehicle group. She will continue to be responsible for the overall sales and marketing policy for the group's products.

Runways for Tests

PERMISSION has been granted to Leyland Motors, Ltd., by the Lancashire County Council to use private roads and runways on the former Burscough airfield for research testing of prototype vehicles.

Ormskirk Council objected on the grounds that it would not be a proper use of the land which should revert back to agriculture. The County Council imposed conditions to safeguard adjoining agricultural land and to limit the hours of use.

Loline Output to End

DENNIS BROS., LTD., announce that it has been decided to discontinue production of Loline chassis. All existing orders will be met and provision is being made to meet future spare parts requirements.

The company emphasizes that no redundancy will be caused at the Guildford factory as a result of this decision, since the extra capacity released is required to meet increasing demand for Dennis municipal, fire appliance and commercial vehicles.

To Carry Hot Liquids or Packed Solids

A DUAL-PURPOSE articulated vehicle for carrying either all types of packed solid materials or hot liquids in bulk (the subject of patent application No. 21216/61) has been developed by Joseph Crosfield and Sons, Ltd., Warrington, Lancs. with the help of Sutton and Son (St. Helens), Ltd., Marston Excelsior, Ltd., Portolite Container Manufacturers, and two firms dealing with plastic polyurethane foam, Platts and J.D. Insulations. The semi-trailer which is based on a Dyson air-sprung, tandem-axle assembly, can be used as a normal platform vehicle but can readily be converted into an insulated bulk-liquid container with a capacity of 13 tons.

The special floors and sides are fully insulated and the latter, which have a Duralumin wearing surface, can be folded inwards to form a platform. With the sides raised insulation is completed by a foam blanket. Initially this blanket was covered by a polyether lacquer, but this proved to be lacking in the necessary strength and Vynide will be used.

The empty Portolite tanks are stowed in two of the three boxes located beneath the semi-trailer platform, the third box housing the twin Saunders valves and miscellaneous equipment. Two sizes of Portolite tanks are carried to enable liquids with widely differing specific gravities to be handled, and, as each Portolite weighs 350 lb. empty, provision is made for removing the empty tanks from their boxes through the floor by mechanical means. The vehicle sides have been designed to withstand a force of 1g, and the insulation effectiveness is indicated by heat losses of only 1° F. per hour over a 300-mile journey.

So far the vehicle has been operated experimentally by Crosfield's, Sutton's and Marston Excelsior.

The new dual-purpose vehicle is seen in operation with Sutton and Son (St. Helens), Ltd., while carrying a bagged load. The polyether-foam blankets used when carrying hot liquids are visible also. The semi-trailer sides are folded inwards for this application, the load being carried on top of the sides.

Routemaster Steerings to be Changed

FOLLOWING the failure of a steering inner column on an L.T.E. Routemaster in service on route 69 recently, it has been decided to change the complete steering-column assemblies of the existing fleet of 1,000 Routemasters at the rate of 75 a week. Subsequent to the original service failure, a second inner column cracked, as a result of which all column assemblies are being examined, using ultra-sonic equipment. A.E.C., Ltd., who supply the mechanical units for the Routemaster, are to provide the replacement assemblies, which will be fitted in London Transport workshops. The cause of the defect is believed to be vibration created over certain road surfaces.

BUS STATION PLAN OPPOSED

THE plan to erect a new bus station for Newark was taken a step further last week when Newark Town Council approved the sale of part of the site, Potterdike, in Lombard Street, to the Lincolnshire Road Car Co., Ltd. The price was £8,550, for 79,300 square feet.

Mr. J. R. Wilkinson described this as "extremely bad business" and moved that the matter be referred back. He said it was selling land in the town centre for £1 a square yard, when the council had sold land on the outskirts for £5 a square yard. The bus company would be gaining a monopoly.

Alderman J. H. Knight gave an assurance that it had been established that room would be left for other bus companies, for long-distance coaches, and for private parking.

The reference back motion was defeated.

This single-deck service bus for City of Oxford Motor Services, Ltd., is one of the first of 55 being built by the Omnibus Division of Marshall Motor Bodies Ltd., under a B.E.T. contract. Constructed on an A.E.C. Reliance chassis, it has a lightweight metal-framed body with reinforced glass-fibre panels at front and rear. This new model has been designed specially by Marshall to develop home-market sales. The vehicle shown is a 44-seater of 30 ft. overall length, but the company offers similar bodies to suit the latest increased box dimensions.

Ribble Acquire Scout

NEGOTIATIONS have been completed for the acquisition of Scout Motor Services, Ltd., Preston, operators of 49 buses and coaches, by Ribble Motor Services, Ltd.

Scout Motor Services will become a subsidiary of Ribble Motor Services, and Mr. H. Bottomley, general manager of Ribble, stated: "The regular services, excursions and private-hire facilities provided by Scout will continue to function as before and will be maintained at the same high standard as in the past."

For many years, Scout have operated jointly with Ribble stage-carriage services between Preston and Blackpool, and on Ribble's behalf services between Burnley-Preston-Lytham, and between Preston-Burnley and Preston - Rochdale.

Scout also operate jointly with Ribble numerous works services and jointly with Ribble's subsidiary, W. C. Standerwick, Ltd., on the Blackpool and East Lancashire to London services, and also jointly with Ribble and Standerwick on the Keswick and Lake District to London services. Day and part-day excursions are operated jointly by Ribble and Scout from Preston and Kirkham.

Several years ago, Scout acquired the excursions business of Whitaker Bros., Adelaide Street, Blackpool, and this part of the undertaking will still further consolidate the excursions and tours business operated in Blackpool by W. C. Standerwick, Ltd.

Scout Motor Services, founded after the first world war by the late Mr. James Watkinson and his wife, has continued since as a family concern. The business was formed into a private limited company in 1932.

"The acquisition of the 43-year-old Scout business by Ribble will bring about a marriage of old friends in the bus and coach world," Mr. Bottomley stated. "We fought many battles in the early stages of development, but for more than 20 years we have worked in close harmony, providing joint operations and services which have been of benefit to the community."

Scout Motor Services, Ltd., has 130 employees and Mr. Bottomley emphasized that they will continue in its employment.

Mr. H. Bottomley (left), general manager of Ribble Motor Services, and Mr. Charles Watkinson, director and secretary of Scout Motor Services, pictured together at a recent social event.

Divisional Split-up

THREE new Divisional Traffic Superintendent posts have been created by the North Western Road Car Co. From last Friday the company's main traffic area was split into three divisions. These are Northern (including Altrincham, Glossop, Manchester, Oldham, Urmston and Warrington); Central (including Stockport and Wilmslow), and Southern (including Biddulph, Buxton, Castleton, Macclesfield, Matlock and Northwich).

Each division is controlled by a divisional traffic superintendent. Mr. E. A. Westerman, formerly chief inspector at Stockport headquarters, has been appointed divisional traffic superintendent, Northern Division, based at Manchester. Mr. R. Barber, previously depot inspector at Wilmslow, has been appointed divisional traffic superintendent, Central Division, based at Stockport; and Mr. W. F. Dixon, formerly depot inspector at Biddulph, has been appointed divisional traffic superintendent, Southern Division, based at Macclesfield.

FARES RISE SOUGHT

PERMISSION to increase fares on a number of express services is being sought from the Yorkshire Traffic Commissioners by the West Yorkshire Road Car Co., Ltd., the Yorkshire Woollen District Transport Co., Ltd., the Yorkshire Traction Co., Ltd., East Yorkshire Motor Services, Ltd., and East Midland Motor Services, Ltd.

The companies seek to increase all fares on specified routes by 8½ per cent. Routes affected are Barnsley-Birmingham, Chesterfield-Scarborough, Leeds-Birmingham, Keighley-Doncaster, Doncaster-London, Barnsley - London, Bradford-London, Scarborough - Newark, Hull-Doncaster, Harrogate-Doncaster, Bradford - Barnsley, Halifax - Barnsley and Leeds-Barnsley.

Busmen Becoming Militant?

FROM OUR INDUSTRIAL CORRESPONDENT

THERE were more signs last week that London's busmen, now in the midst of a major pay claim, are getting more militant.

Election results, just announced, show that Mr. Tom Fitzpatrick, moderate chairman of the London Busmen's Negotiating Committee of the Transport and General Workers' Union, has been heavily defeated for a place on the committee.

This means that next Friday's meeting with the London Transport Executive on the claim will be the last at which he will have any influence.

Early in the New Year the chair is likely to be taken over by Mr. Bill Jones, a former Communist and a leading member of the left-wing group on the union's executive committee, as well as one of the more militant busmen.

Mr. Fitzpatrick's defeat was not unexpected. There has been a long and virulent campaign against him for some time. He more or less sealed his fate when he opposed Mr. Frank Cousins, general secretary of the union over nuclear disarmament at the union's conference at Brighton last July.

Mr. Fitzpatrick, who was chairman for four years, including the period of the London bus strike, hit back at his opponents soon after the result was announced.

In a letter to Mr. George Woodcock, general secretary of the T.U.C. he alleged that "Communist-style vote rigging" was being used to damage the chances of right-wing candidates in elections for the national executive of the union.

"Unless something is done swiftly at high level I maintain that these Communist-style tactics will be successful and the present elections will be improperly influenced," he wrote.

Provincial busmen, who have agreed on the terms of a new claim for 177,000 men and women in municipal and private company undertakings, have still not taken any steps to lodge it. They are awaiting the outcome of next week's meeting with London Transport.

Orders and Deliveries

£½m. WORTH: Orders for over £250,000-worth of goods chassis and trailers have been placed with the Leyland Group by operators in Pakistan. Gammon Pegson (Pakistan), Ltd., have ordered ten Leyland Hippo, ten Scammell Himalayan dump trucks and one Scammell Constructor heavy-duty tractor with a 60-ton trailer. The Water and Power Development authority in Lahore have ordered 20 Albion Chieftains, two Scammell Constructors and one Scammell Super Constructor tractor. Other orders include one for nine Leyland Comet tanker chassis by the Burmah-Shell Oil Storage and Distribution Co. of Pakistan, Ltd., six Scammell Sherpa dump trucks for the Directorate of Supply in East Pakistan and four Scammell Scarabs and 16 Scammell semi-trailers for the Central Ordnance Depot, Karachi.

LEYLAND PURCHASERS: Swindon Corporation has ordered five Titan PS2A.24 double-decker chassis with semi-automatic Pneumo-Cyclic gearboxes and air brakes. They will have rear-entrance bodies built by M.C.W., Ltd., with seats for 65 passengers. Three other municipalities have also placed orders for Leyland buses. Plymouth Corporation has ordered a further 12 Atlantean double-deckers; Cardiff Corporation has ordered 10 Titan PD2A.30 63-seater double-deckers and Ramsbottom U.D.C. has ordered one Titan PD2A.30 64-seater.

B.E.T. ORDER DUPLE: Companies within the B.E.T. Federation have ordered a total of 61 36-ft.-long, 8-ft. 2½-in.-wide single-decker bus bodies from the Duple Group. They will be mounted on A.E.C. Reliance and Leyland Leopard chassis and built at the Duple Group Willowbrook Factory at Loughborough. Bodies on the A.E.C. Reliance chassis include 10 for Potteries Motor Traction and two for Hebble Motor Services, and those on the Leyland Leopard chassis are 18 for Western Welsh, 10 for Potteries Motor Traction, 10 for Northern General Transport, seven for Yorkshire Traction and two each for County Motors (Lepton) and Tynemouth.

TANKERS: Cawood Wharton, Ltd., of Harrogate, have ordered 10 Leyland Octopus tanker chassis and the Mobil Oil Co., Ltd., have ordered three.

SOUTH AFRICAN ORDERS: Recent orders from A.E.C. Vehicles (S.A.), Ltd., include 10 A.E.C. Regal Mk. IV bus chassis for Durban Corporation, three similar models for Bloemfontein and an A.E.C. Kudu vehicle for Benoni Municipality. Goods vehicle orders include one from their distributors in Mocambique, Guerin (Mocambique) Ltda. of Lourenco Marques, for six Mammoth Major six-wheeled tippers, and the Transvaal Provincial Authority has ordered three Mandator long-wheelbase chassis to be used as laundry vans.

WASTE COLLECTORS ORDERED: A. Pannel, Ltd., London, N.W.1, Tom Morris, Ltd., Gloucester, and Joseph Crosfield, Ltd., Warrington, have each ordered a Dempster Dumpster LFW 303-C unit mounted on Bedford TK chassis from Powell Duffryn Engineering Co., Ltd. A total of 53 containers has also been ordered. The orders are worth £15,000.

BIG LEYLAND ORDERS: Over £270,000 worth of Leyland bus chassis have been ordered by private and municipal undertakings in the U.K. in the past two weeks. The largest order is for 48 Atlanteans by Maidstone and District Motor Services, Ltd. Six of the new Leyland Lowlander double-deckers have been ordered by Luton Corporation and other orders are from Kingston upon Hull Corporation, for 11 Atlanteans, Barrow-in-Furness Corporation, for six Leopard 27-ft. long single-deckers, Yorkshire Woollen District Transport Co., Ltd., for three Leopard 36-ft. long single-deckers, Wilkinson's Motor Services, Sedgefield, for two Leopard 27-ft. long single-deckers, County Motors (Lepton), Ltd., for two Leopard 36-ft. long single-deckers, South Notts Bus Co., Ltd., for a Titan PD3.4 double-decker, and Halifax Passenger Transport Dept., for a Leopard 27-ft. long single-decker.

A.E.C.s TO BRITISH HONDURAS: Ten A.E.C. Mandator tractor chassis fitted with Duramin Safari cabs are being shipped to British Honduras next week. The vehicles have been ordered by the Belize Estate and Produce Co., who engage in large-scale logging operations.

Smithfield Show

THE main features of the Royal Smithfield Show held at Earls Court this week were naturally livestock and purely farming machinery. There were, however, a number of interesting exhibits from the point of view of the vehicle engineer.

Chief of these was a tractor—the 990 Autodrive—shown by David Brown Tractors, Ltd., employing fully automatic transmission. This is partly hydraulic although mainly mechanical and while developed initially for installation in farm tractors, it has potential application to commercial and passenger vehicles. Interesting transmission developments were also shown by The Plessey Co., Ltd., and Dowty Hydraulic Units, Ltd. Both showed hydrostatic transmissions. Plessey included an axle unit said to be suitable for small vehicles and Dowty showed their Dowmatic unit.

The Rover Co., Ltd., The Austin Motor Co., Ltd., and Mercedes-Benz (Great Britain), Ltd., showed examples of the Land-Rover, Austin Gipsy and Unimog respectively, equipped for a variety of agricultural purposes such as crop spraying and lime spreading.

Loading equipment with commercial vehicle applications was to be seen on the stands of Lodematic, Ltd., who exhibited a range of their lorry loaders, and Colchester Tillage, Ltd., who showed the Tico hydraulic crane which is suitable for mounting on tractors and commercial vehicles.

Byron Farm Machinery, Ltd., featured on their stand a complete Byron Bulkveyor vehicle body, sectioned to show its construction.

T.R.T.A. Loading Probe

TRADERS Road Transport Association has written to 1,288 highway and traffic authorities in Britain to find what provision is being made in building programmes for off-street loading and unloading.

In a letter Mr. H. R. Featherstone, T.R.T.A.'s National Secretary, says that recently constructed buildings or groups of buildings had been noted as "deficient" in one or more respects important to the vehicle operator.

EXCURSIONS APPEAL REFUSED

THE Minister of Transport has refused an appeal by Pangbourne Coaches, Ltd., who contested a decision of the South Eastern Traffic Commissioners refusing them a road service licence in respect of excursions and tours starting from Upper Basildon and, instead, granting additional tours to Reliance Motor Services, Ltd., starting from Yattendon.

Pangbourne Coaches contended that the grant to Reliance showed that there was a need in the area for additional facilities and, as an established operator, they should be allowed a share of the facilities.

Kenwood choose Austin prime movers

At agricultural and other showgrounds the Kenwood demonstration van is a familiar sight. To move this huge trailer around Britain and the whole of Ireland—and soon too on the continent—Kenwood have chosen an Austin prime mover. The latest addition to the 150, all-Austin, fleet of this well-known domestic appliances firm. Reasons for their choice in prime movers?

Shift-power. Tough adaptable Austin prime movers offer a choice of 4 litre petrol engine (90 b.h.p. at 3,000 r.p.m.) or 5.1 litre B.M.C. diesel (105 b.h.p. at 2,600 r.p.m.). Both 6 cylinder O.H.V., both with lively high-power performance.

Adaptability. Rear end of the chassis frame is left open so that a suitable cross member can be fitted to take any approved coupling gear. The rigid steel chassis frame, with robust but flexible suspension, gives complete stability.

Driver-comfort cab. The welded steel safety cab is dust and draught sealed, with wraparound windscreen for uninterrupted vision. Fully adjustable driving seat, relaxed driving position and easy manoeuvrability give maximum driver comfort.

Train weight choice. Austin prime movers, with normal or forward control offer a choice of single speed rear axle for up to 12 tons gross train weight, or two-speed axles for 15 tons. 3 tyre sizes also available. **From £837**

And a newcomer for 18 ton gross train weight. With 5.7 litre 6 cylinder diesel engine. 5 speed constant mesh gearbox. Eaton 2-speed rear axle. High efficiency heavy duty steering. Servo-assisted brakes. Forward control only, £1,465.

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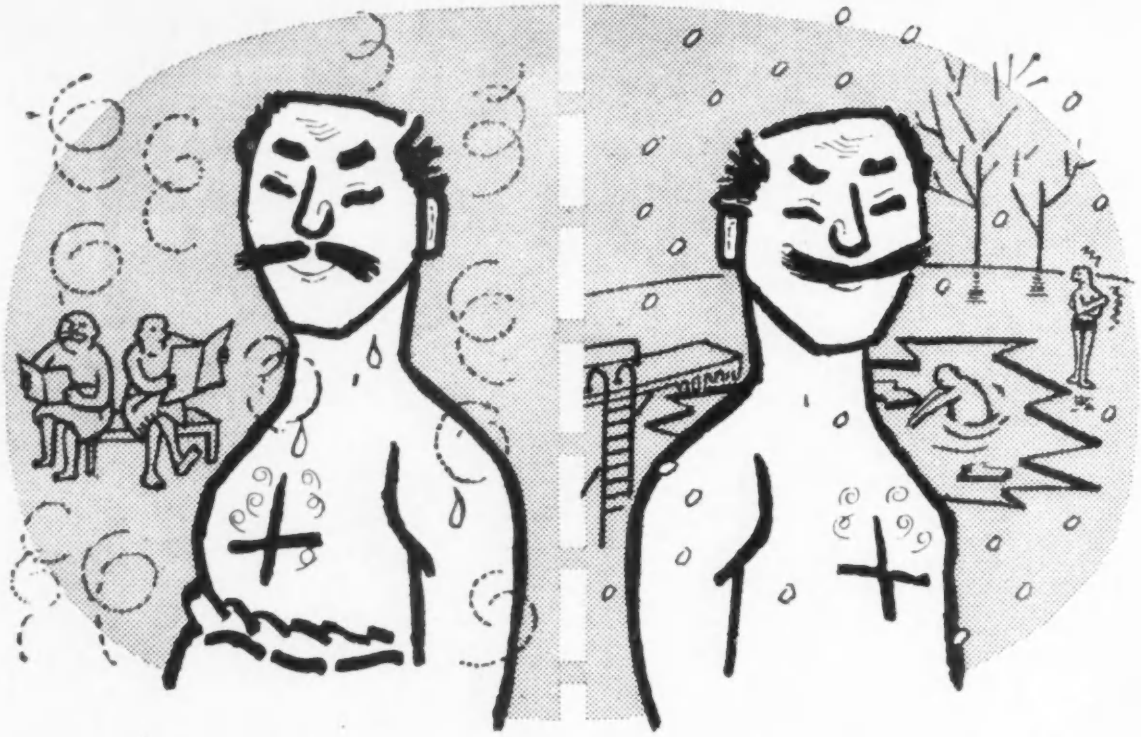

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B20

Common Market Transport—New Steps

MEETING in Brussels last week under the chairmanship of the Federal German Minister of Transport, Dr. Christoph Seebohm, the Transport Ministers of the six Common Market countries gave their assent to the introduction of measures by which juridical and administrative legislation in the transport sector to be brought into effect by member countries would first be considered and discussed by the Common Market body as a whole. The measure covers all road, rail and waterway legislation which might "have an important effect on the common transport policy [of the Common Market countries"].

NEWCASTLE ROAD LINK FEARS

THE planning officer to Newcastle on Tyne Corporation in a report to the City Council has said that the main roads connecting Newcastle with Glasgow, Manchester and M1 would have to be improved if Newcastle was to become the major trading link between Britain and Scandinavia. The future of the River Tyne as a trading port was a matter of regional importance, and Newcastle, as the capital city in the region, was affected by developments along the whole of the river. The report will be submitted to the Rochdale Committee.

RECORD PROFIT FOR BROCKHOUSE

A RECORD net group trading profit of £1,701,297 was achieved by J. Brockhouse and Co., Ltd., in the year ended September 30 last. The figure for the previous year was £1,479,038.

In a statement in the annual report the chairman, Mr. John Brockhouse, expresses optimism about the immediate future of the company. He says the company is now in a stronger position than at any time in its history and further improvements in its profitability and steady expansion during the next few years can reasonably be expected.

Mr. Brockhouse adds that the directors would welcome the opportunity offered by membership of the Common Market and are considering steps to establish themselves in this wider market.

News From Near and Far

INTERNATIONAL standardization of vehicle lighting regulations, road accident procedure and various road traffic laws was urged by the World Touring and Automobile Organization (O.T.A.) at its meeting in **Munich.**

Representatives of the U.K., France, Italy, West Germany, Switzerland, Austria, Holland, Belgium and Luxembourg agreed to send to the Conference of European Ministers of Transport a recommended draft international code regarding vehicle lighting.

This foresees the greater use in built-up areas of parking lights for moving vehicles and a further restriction on dipping in such areas.

In the case of accidents O.T.A. wants an inter-European regulation under which all damaged vehicles must be removed as rapidly as possible from the road. The regulation lays down that all unhurt persons in an accident involving injury must render first aid and that warning signs must be erected on the site of all accidents.

In **The Argentine** the government has sold all state-run bus services in Greater Buenos Aires. Forty-nine routes were concerned, one of which has been bought by a drivers' co-operative and the others by private interests. The private operators are to introduce the one-man bus system. The state will continue to operate trolley-bus services in the city.

From **Paris** comes the news that on December 18, small one-man buses will be introduced into the transport system with a view to encouraging motorists to park their cars outside the city centre and continue to their destinations on this new bus service.

The vehicles, with 20 seats and 22 standing places, will operate a six-minute service on two routes, with a flat fare of 50 centimes, coins to be dropped in a slot beside the driver.

Absolute priority for traffic coming from the right was introduced on **Belgian** roads this month.

The Austrian hauliers' trade body, Fachverbandsausschuss des Lastfuhrwerksgewerbes, at a meeting in **Graz,** urged abolition of the current Austrian transportation tax, which they see as "unsuitable regulation of rail-road competition." They asked for the introduction of a new tax taking actual transportation performance into account.

The organization is also to seek alterations in the goods transport law, the road traffic law and the rate regulations, and will request the easing of the week-end goods vehicle driving ban recently enforced in Austria.

A Dutch Parliamentary report asks the Dutch Government to bring in controls to cover "disguised business transport" in the form of the transportation, against payment, of small parties of workmen and other small groups in mini-buses and cars in **Holland.**

Cross-Channel Preliminaries

From our Political Correspondent

ALTHOUGH Mr. Marples hinted that swift action on Channel-crossing talks would follow his meeting with France's M. Buron last month, I understand that talks between officials of both Ministries will not take real shape before Christmas. The French and British Ministries of Transport were still this week engaged on the "preliminaries" for meetings to be held in both countries.

Who will talk about what, and to whom, has not yet been finally decided, though it is known that the legal, financial and economic aspects as well as the present traffic flow will need to be carefully studied.

Mr. R. Gresham Cooke (Cons., Twickenham) prodded Mr. Marples in the Commons on November 22 that "private enterprise is ready to finance and to build a Channel tunnel without any recourse to public funds." He urged that the technical study which both Ministers had approved should go ahead seriously and quickly. Labour M.P.s, however, were swift to react to the effect that any undertaking should be by public means, and under public control, and not left to private developers.

In his replies, Mr. Marples promised that the joint study would proceed as speedily as possible.

The proposals now before the British and French Governments expound the possibilities of either a tunnel or a bridge. Mr. Marples believes it would be wrong to ignore the costly data already amassed about a channel bridge. Information obtained about both bridge and tunnel possibilities by a special study group will be put to the experts when they eventually assemble.

This type of bus will be used by British Overseas Airways Corporation at certain overseas bases as an all-purpose vehicle. It is a 10-seater, based on the 12-seater p.s.v. conversion of the Commer ½-ton van by Thomas Harrington, Ltd. The raised roof is of reinforced plastics and is designed to carry luggage. There is additional space for luggage in a 40-cu.-ft. compartment at the rear of the body.

Absolute Discharge on Records Summons

GIVING the furniture manufacturing firm of Harris Lebus, Ltd., an absolute discharge on payment of 24s. costs on six summonses for failing to cause drivers employed by them to keep current records of hours worked, the chairman (Mr. J. B. Turner) at Wood Green Magistrates' Court last Friday said: "Although we are convicting on absolute liability by the company, we still have considerable sympathy with them, because we are satisfied that they did everything administratively practicable to avoid this type of offence."

The Bench also ordered the company to pay £15 15s. legal costs and £3 14s. 4d. towards witnesses' expenses.

Two drivers employed by the company were fined £4 each for failing to keep current records.

Mr. P. Edwards, transport manager of Harris Lebus, Ltd., said that his firm employed a man full-time to examine all drivers' records. He was an ex-driver who knew all the roads and stopping places shown on the record sheets. The firm had a fleet of 133 vehicles.

"We take every precaution we can think of and would welcome any suggestions for stopping these offences by drivers," he added.

Mr. Waite, for Harris Lebus, Ltd., said that it appeared that if a driver committed an offence, his employer not only had to bear the financial loss but was also compelled to accept legal liability.

"It is an incongruous position," he added. "Obviously my clients had to plead not guilty to these summonses. Otherwise the injustice of this could not be brought before the court. My clients are not guilty, legally or morally."

Mr. Denis Hart, prosecuting for the Licensing Authority, said that Parliament regarded these offences as matters of the gravest public concern. "The matter is so important from the point of view of public safety—to ensure that drivers do not get too tired at the wheels of heavy vehicles—that Parliament has laid on employers this very heavy responsibility."

SCOTTISH A LICENCE GRANT

AT a sitting last week of the Scottish Licensing Authority in Edinburgh, John Russell (Grangemouth), Ltd., of Camelon were successful in their application for an A licence for four articulated units totalling 38 tons (including four refrigerated containers of 10 tons), all to be acquired, for "frozen foodstuffs from Scotland to Midlands and London."

Mr. W. Quin, Scottish Licensing Authority, granting the application, said that the customer witness had indicated that he required refrigeration, and had given ample evidence to justify the tonnage applied for. A further point was the fact that one of the objecting witnesses had agreed that refrigerated containers were better than insulated containers for this type of traffic.

B22

Beresford Switch Granted

IN a written decision the West Midland Licensing Authority, Mr. John Else, has granted an A licence for 11 vehicles to Beresford Transport, Ltd., Stoke-on-Trent, in substitution for a contract A licence for the same units and trailers which enabled them to carry goods for H. and R. Johnson, Ltd. The normal user is to be glazed tiles, tile surrounds and materials for Johnsons (excluding Scotland, Liverpool and Manchester) for 10 vehicles and glazed tiles and tile surrounds within 10 miles for one vehicle.

Beresfords wanted to give up the contract with Johnsons, said Mr. Else, because it would give better use for their fleet and would enable mixed loads to be carried on the vehicle. This would improve delivery facilities for Johnsons. The initiative for the termination of the contract had come from Johnsons and had been inspired by advice from industrial and business efficiency consultants. The same rate was obtained for outward and return traffic whether carried on A or contract A vehicles; the return load rate was considerably lower than the outward rate. The majority of the outward traffic was glazed tiles, whilst return loads were made up of flints and clay mostly obtained from the London and South Coast areas. Johnsons did not use the services of any of the objectors save British Railways and British Road Services, the latter to a very limited extent.

This appeared to be a case in which an operator, having been unsuccessful in obtaining additional A vehicles, achieved the same object in part by obtaining contract licences for them and now thought that the climate was favourable to convert these to ordinary A licences.

Even if that were so, he was satisfied that this was a case in which he should exercise his discretion in favour of the applicants. The evidence and common sense demanded it. Mr. Else said he was of the opinion that Johnson's interests would be better served if all the vehicles which they were using were on the same type of licence.

Owing to the transposition of a section of the first report of this case which appeared in *The Commercial Motor* of November 24, an impression may have been created that a number of objectors had complained that 50 per cent. of the time they were running half empty. As was indicated later in the report in question, evidence to this effect was given only by Mr. R. C. Bassett, director of Bassetts Roadways, Ltd., who quoted the figure mentioned.

New 66-seat Hovercraft Completed

The Westland SRN2 about to leave its hangar.

WITH the completion of the Westland SRN2 at the Saunders-Roe works at Cowes, Britain now has a hovercraft which is very much closer to a commercial design than any earlier craft of this type have been. Although hovercraft of less than 70-100 tons laden are unlikely to be directly competitive with other forms of transport at present, they have unique cross-country capabilities; the SRN2, which is in the 25-35-ton laden weight range, is intended for proving operations over experimental routes, primarily carrying passengers over water. Alternatively it could carry about 6 tons of freight, and although it floats and has a very boat-like shape, it is entirely amphibious and so could be used equally well over land.

This new hovercraft is a 66-seater designed to cruise at 80 m.p.h. over ranges of up to 200 miles. Length is 54 ft. 6 in. and width 29 ft. 6 in.; weight is 27 tons. It is powered by four 815 h.p. Blackburn Nimbus gas-turbine engines coupled in two pairs. Each pair drives one of the propellers and one of the two large fans which provide lift: the SRN2 is designed to travel at a hovering height of about 1 ft.

Decision Reversed

A ONE-MAN operator of a Northumberland haulage business successfully appealed to the Transport Tribunal in London last week to reverse a decision of the Northern Licensing Authority who had refused to grant the variation of a public A Carriers Licence by the addition of a 4½-ton vehicle.

For the appellant, Mr. Tom Dodds, of Bedlington Station, Northumberland, Mr. Campbell Wardlaw said Dodds used an eight-ton lorry to carry to Kent castings from the factory of Jones and Campbell, Ltd., Larbert, Stirlingshire. On the return journey he carried paper for the Reed Paper Group from Maidstone to Edinburgh.

Recently Jones and Campbell had needed extra transport, but Mr. Dodds could not fill the demand because he had only one vehicle.

The Tribunal President, Sir Hubert Hull, said there were no particulars of alternative facilities and the application ought to be granted.

Mistaken Impression

AN application by Mr. Francis Albert Fountain, trading as Grosvenor Transport Co., Islington, to enable him to carry workshop and shop equipment over any distance was rejected by the Transport Tribunal in London last week.

Fountain, whose licence conditions limit him to a 20-mile radius, was appealing against a decision by the Deputy Metropolitan Licensing Authority.

The Tribunal President, Sir Hubert Hull, said Fountain had been under a mistaken impression—though a completely honest one—that he could carry shop equipment under the heading of factory workshop equipment. The Deputy Licensing Authority's decision had been the right one.

"Caretaker" Grant for Brighton Haulier

THE old-established Kent and Sussex carriers, Durtnalls, Ltd., will cease to trade in that name in Brighton and Worthing as a result of a grant made by Mr. H. J. Thom, the South East Licensing Authority, in Brighton last week. What was described as a "caretaker" application by Goodport Haulage, Ltd., of Brighton, was granted for two vehicles at Brighton and four at Worthing.

Mr. L. Lavin, a director of both Durtnalls and Goodports, told the Licensing Authority that in October, 1960, the Durtnalls capital had been acquired. The haulage business, it had been decided, would be carried on under the name of Goodports, which had been incorporated in July last.

SECURICOR COUNSEL

IN last week's report on the Securicor appeal, counsel for the appellants was inadvertently given as Mr. J. G. S. Hobley, Q.C. This should have read: "Mr. J. G. S. Hobson, Q.C."

Securicor Get Full Grant

THE Transport Tribunal ruled in London last Friday that the Metropolitan Area Licensing Authority was wrong in granting Securicor, Ltd., a variation of their "B" licence permitting them only 10 additional armoured cars for carrying cash within 25 miles of Victoria station.

Securicor had sought to add 35 vans to their two existing ones, and appealed against the Licensing Authority's decision allowing them an additional 10.

Upholding the appeal, the Tribunal President, Sir Hubert Hull said: "Our decision is that the Licensing Authority was wrong and that there should be added to the 'B' licence 25 further vans."

Securicor (Southern), Ltd., also appealed against the Licensing Authority's refusal to grant them four "B" licensed armoured vans to operate from Gravesend.

The Tribunal decided that a short-term "B" licence, valid for three months, ought to be granted for four vans limited to carrying cash in any part of Kent which is not within 15 miles of Victoria railway station.

Firm Bought Lancashire "Pig in a Poke"

AN operator who, after learning that his vehicles were being operated illegally, stopped the illegal operations, lost the business of his main customer, the North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, was told last week at Liverpool, when H. I. Huyton, Ltd., of Liverpool, applied for a new A licence for 16 vehicles of an unladen weight totalling 67½ tons.

For the applicants, Mr. H. M. Jackson-Lipkin told Mr. Jolliffe that the normal user sought for the vehicles was "General goods, Great Britain, as sub-contractors to J. and H. Transport Services (Peckham), Ltd." Referring to the objectors—six road operators and the B.T.C.—Mr. Lipkin said: "It seems strange to see a row of gentlemen who, one anticipates, would never subject themselves to permanent sub-contracting to J. and H. Transport."

Three of the vehicles were on a B licence, and if granted, his clients would undertake to see that they would at all times keep three vehicles operating within 25 miles of St. Helens. They could not, however, specify these vehicles.

If granted, the application would give J. and H. Transport, who were the majority shareholders of Huyton's, a greater flexibility of vehicles, which would be in the public interest.

Huyton's would have only one customer—J. and H. Transport—but that was putting too fine a point on the matter and J. and H. would give evidence of its customers and call some of them to support the application.

The case rested on a number of pillars: shortage of vehicles; shortage of suitable sub-contractors; expansion of customer's business and of the company's business and changes in business methods because of palletization.

Giving evidence, Mr. W. A. Heymann, managing director of Huyton's and of J. and H. Transport, said that as soon as the result of the last General Election was known, the company had decided to purchase the shares and gain control of Huyton's, who operated 16 A and B vehicles. Because he was suffering from a thrombosis at the time, he had not had sufficient time to go into the deal, and it was only after the transaction was complete that he found, to his horror, that most of the vehicles required replacing, and that the drivers were operating, non-stop, outside the regulation hours, the vehicles returning empty in order to get as many loads away from the only customer, Turners Asbestos, Ltd.—"more on the basis of a contract A fleet."

He put an immediate stop to this, which meant that the vehicles were thereafter returning much slower. Turners Asbestos were "horrified" at this. Mr. Heymann asked Turners if they would grant contracts so that contract licences could be obtained, but they refused. Eventually they took the traffic away altogether, having made "other arrangements."

Cross-examined by Mr. G. H. Beames, for the B.T.C., Mr. Heymann agreed that the purchase of Huyton's had been "a bad buy." They had bought a "pig in a poke," he agreed. Because of his illness he had not gone into the question of the normal user—he had had very little licensing experience, up to then.

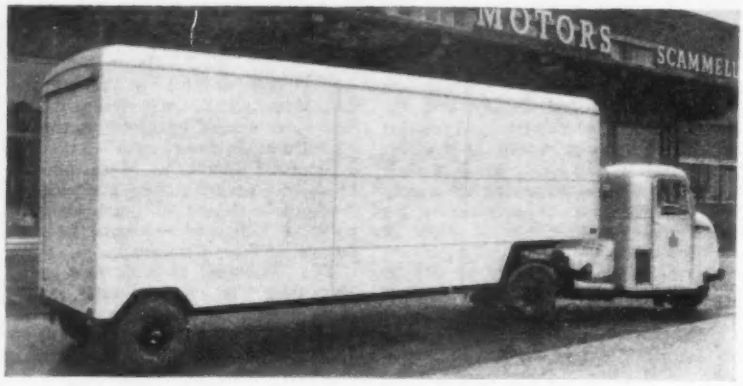
Mr. Beames: "Is it fair to say that after the purchase, the form of employment of the vehicles changed completely?" Mr. Heymann answered that that was so. Mr. Beames suggested that the application was really a delayed application to justify what had been done with the vehicles since the takeover.

For the road objectors, Mr. E. Jones said: "By your own act you killed the main customer of Huyton's?" Answer: "Yes, but my conscience would never allow me to operate illegally."

Two witnesses—one from Massey-Ferguson, and the other from a well-known firm of toilet requisite manufacturers—gave evidence of expansions in their business, and stated that on no account would their firms allow sub-contracting.

The application was adjourned, to be heard early in January.

(See further comments in Licensing Casebook, page 642.)



This Scammell Scarab and 3-ton, drop-frame, semi-trailer outfit has just been delivered to Walsall Corporation. The trailer has been fitted with a double-skinned box van body with a rear roller shutter, and will be used for waste paper and salvage collection.

Unravelling London Traffic Control

THE "patchwork quilt" of traffic patterns and control in Greater London will be brought to an end if the Government's plans for reshaping local government in the area are approved by Parliament.

Under the proposals, issued in a White Paper "London Government—Proposals for Reorganization," Kent, Essex, Herts and Surrey will lose their metropolitan areas to the new set-up, over which a Greater London Council will exercise control over matters requiring bold, overall planning.

Into this category, the Government firmly intend, will come traffic management. It proposes that the Greater London Council shall be responsible for all main roads—or, more broadly, all roads chiefly used by through traffic.

The Boroughs, which will contain not less than 200,000 people each, will have broad responsibility for all other roads.

In the main, the Government's proposals have followed the recommendations of a Royal Commission. The Commission found that the whole system was so out of date as to be archaic. In the field of traffic management it said tartly: "the present machinery is so confused that it is difficult even to put on paper a description of what it is, let alone how it works. It is chaotic, inefficient and totally out of date."

The new proposals provide for the twin modern needs of town planning and traffic control to go hand in hand.

The diversity of control over public service vehicles is likely to be streamlined. The situation regarding restrictions on goods vehicles is also likely to be re-examined.

New Companies

Wake Bros. (Coaches), Ltd. Cap. £1,000. Dirs.: H. Sharp, Burnett Avenue, Scale Lane, Hull; K. Wake, 120 Walton Road, Brough; L. Wake. Sec.: M. Wake. Reg. office: Burnett Avenue, Scale Lane, Hull.

Weardale Motor Services, Ltd. Cap. £10,000. Dirs.: O. S. Gibson, Ruffsyde, Thistlewood, Wolsingham, Bishop Auckland; M. T. Gibson, The Bungalow, Frosterley, Bishop Auckland, Co. Durham; R. S. Gibson. Reg. office: The Bungalow, Frosterley, Bishop Auckland, Co. Durham.

Pleasant Transport Co., Ltd. Cap. £100. Subs.: F. E. Pleasant, 21 Part Street, Southport, Lancs. J. Pleasant, 37 High Park Road, Southport, Lancs. Sec.: E. N. Oliva.

G. A. Page, Ltd. Cap. £100. Dirs.: G. A. Page, 55 Irving Road, Southbourne, Bournemouth; I. V. Armsdon, Linacres, Sandy Lane, Church Road, Three Legged Cross, Wimborne, Dorset. Sec.: M. Cartwright. Reg. office: 4a Ringwood Road, Verwood, Wimborne, Dorset.

S. Warren (Coal and Haulage), Ltd. Cap. £1,000. Subs.: H. Warren, 43 Derby Road, South Woodford; S. J. C. Gay, 17 Curtis Road, Hornchurch. Dir.: H. Warren. Sec.: S. J. C. Gay. Reg. office: 663 High Road, London, E.11.

Young and Fieldgate, Ltd. Cap. £100. Dirs.: H. R. Young and J. Young, Woodlands, Distillery Lane, Colchester, Essex; J. D. Fieldgate and S. M. Fieldgate, Creek Cottage, Thorrington, Essex. Sec.: J. D. Fieldgate. Reg. office: Hythe Quay, Colchester, Essex.

Midland Tipper Services, Ltd. Cap. £1,000. Dirs.: W. Hart, 208 Tapton View Road, Chesterfield; S. E. Smith, 37 Longedge Lane, Wingerworth, nr. Chesterfield. Sec.: S. E. Smith. Reg. office: 17 Gluman Gate, Chesterfield.

Standygate Haulage Co., Ltd. Cap. £100. Subs.: S. H. Lucas and F. A. Dean, 6 Surrey Street, London, W.C.2. Sec.: S. H. Lucas. Reg. office: 6 Surrey Street, London, W.C.2.

E. Judd and Sons, Ltd. Cap. £100. Subs.: E. I. Judd, Trail End, Hyde End Road, Shinfield, Reading; J. S. Judd, 8 Station Road, Mortimer, Reading. Sec.: D. T. A. Davis. Reg. office: 10 Wakemans, Upper Basildon, Reading, Berks.

Keetons Road Transport, Ltd. Cap. £1,000. Dirs.: F. G. Stone and A. A. Stone, 16 Fairland Road, London, E.15. Sec.: A. A. Stone. Reg. office: 91-9 Keetons Road, London, S.E.16.

Clarkes Transport (Cheltenham), Ltd. Cap. £500. Dirs.: H. B. Clarke and L. B. T. Clarke, 148 Arle Road, Cheltenham. Sec.: L. B. T. Clarke. Reg. office: 30 Imperial Square, Cheltenham, Glos.

C. W. and M. A. Evans, Ltd. Cap. £1,000. Dirs.: C. W. Evans and M. A. Evans, 5 Beaconsfield Road, Widnes. Reg. office: 5 Beaconsfield Road, Widnes.

Windebank Bros. (Haulage), Ltd. Cap. £100. Dirs.: E. E. Windebank, "Hazeldene," Soberton Heath, Hants; S. H. Windebank, 216 Annes Hill Road, Gosport, Hants; B. W. Powell, 40 Bowes Hill, Rowlands Castle, Hants. Sec.: B. W. Powell. Reg. office: "Letcombe House," Horndean, Hants.

Sherington Haulage Co., Ltd. Cap. £6,000. Dirs.: C. J. Haynes, 1 Church Road, Sherington; T. Haynes, 2 Water Lane, Sherington; E. A. K. Lusted and E. L. Sweet. Sec.: E. A. K. Lusted. Reg. office: The Knoll, Sherington, Bucks.

Tanker Hire, Ltd. Cap. £3,000. Dirs.: R. L. Pearson, Random Cross, Finningley, nr. Doncaster; H. H. Keeble, 7 Hormsby Road, Armthorpe. Sec.: H. H. Keeble. Reg. office: The Garage, Church Street, Armthorpe, Yorks.

Conlon Brothers (Preston), Ltd. Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

Etherington Transport, Ltd. Cap. £2,000. Dirs.: J. W. Etherington and K. Etherington, 238 Holme Church Lane, Beverley, Yorks. Sec.: K. Etherington. Reg. office: 238 Holme Church Lane, Beverley, Yorks.

Education Committee to Run Own Buses

SOMERSET Education Committee proposes to run its own school buses next year because of the increasing difficulties and cost of hiring. This was decided at a meeting of the committee last week when it was stated that there were 120 contracts for cars and 41 for coaches, and in each case only one tender was received.

The committee eventually recommended the County Council to purchase three buses and a scooter, the last to be used by the main driver, who is normally employed at the central kitchen, for travelling to and from the coach garage.

Security Express Grant

THE public hearing of an application by Security Express, Ltd., which was to be held in Glasgow last week, was cancelled after the granting in chambers of the application for four Commer 15-cwt. vans on a B licence variation. The vans will be hired to the applicants' customers.

40 m.p.h. Limit Welcomed

THE proposal of the Government's Departmental Committee on Road Safety to raise the speed limit for goods vehicles without trailers from 30 to 40 m.p.h. is welcomed by Traders Road Transport Association.

In a statement the association points out that representations to the Ministry of Transport were made some time ago stressing the desirability of this step and giving details of a study conducted among member-firms.

"During our talks," continues the statement, "we also suggested the raising of the speed limit to 50 m.p.h. for lighter vehicles. There is certainly no technical reason why vehicles such as those with a car-type chassis should not be permitted to travel at this higher speed."

SAFETY AWARDS

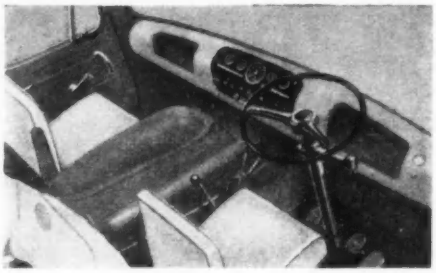
TWO HUNDRED AND NINETEEN Rochdale Corporation drivers and conductors have received their awards won in the 1960 competition of the Royal Society for the Prevention of Accidents.

The Society's awards have also been presented to 431 drivers of Hall and Co., Ltd., Croydon.

Awards gained in the 1960 competitions of the Road Operators' Safety Council have been presented to 328 drivers and 287 conductors of the Devon General Omnibus and Touring Co., Ltd.

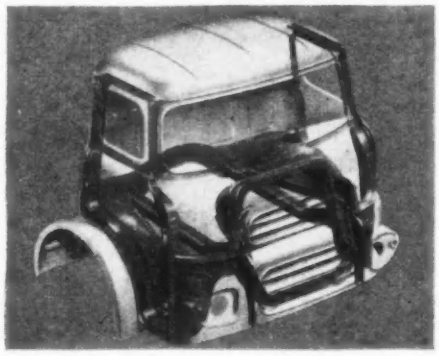
T.R.T.A. MEETING

THE Sussex Area of Traders Road Transport Association is holding a general meeting for members at the Bodega Restaurant, Ship Street, Brighton, on Tuesday, December 12, at 7.30 p.m. Mr. R. E. G. Brown, the T.R.T.A.'s London divisional secretary, will be guest speaker. His topics will include the keeping of records, traffic restrictions and regulations.



COMFORT PLUS... SAFETY PLUS...

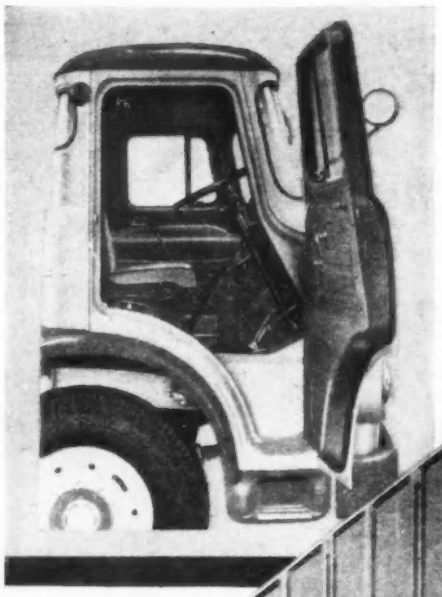
FOR THE POWER PLUS Series DRIVER



With easy access, adjustable seating, panoramic vision, well-sited controls and provision for built-in radio and de luxe ventilating system, the cabs on Leyland's new Power-Plus series set a high standard of comfort.

But it is under the skin where the real strength lies. Both the all-steel and glass fibre models have steel sub-structures of heavy-gauge deep box pressings. These are welded together to form a scientifically stressed chassis to resist distortion.

During manufacture the underparts and door-interiors of the steel panelled cab are undersealed with a lasting rubber solution to prevent corrosion. On glass fibre surfaces this is unnecessary either for corrosion-resistance or noise insulation. And, incidentally, the glass fibre cab is some 2 cwt. lighter than its steel counterpart.

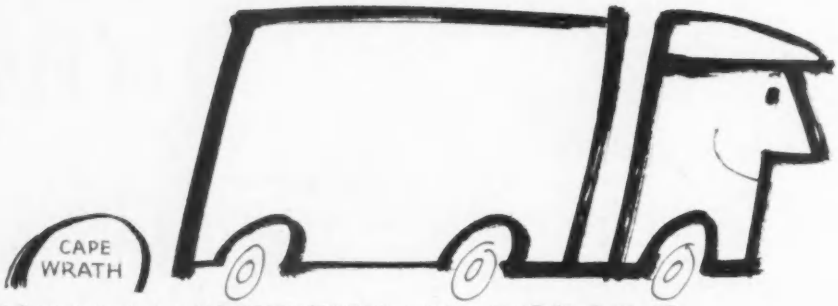


DIESEL Leyland TRUCKS

LEYLAND MOTORS LTD. LEYLAND, LANCS.

Sales Division: Berkeley Square House, Berkeley Square, London, W.1. Tel.: GROsvenor 6050

R25



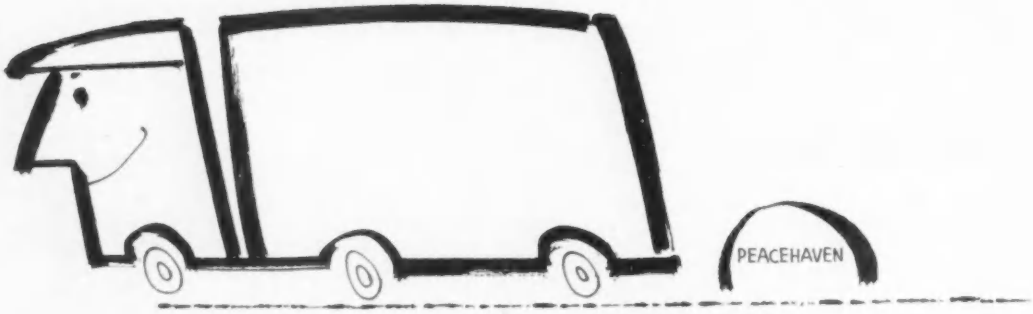
GO WELL–GO SHELL

Diesoline actuates

Rotella lubricates

and anywhere on the map

they're on tap



YOU CAN BE SURE OF SHELL

(Above) Typical of the rural area of operation. Here Mr. J. A. Gash talks to the village blacksmith of Scarrington alongside 70,000 discarded horseshoes. This modern coach has a Duple Britannia body on a Leyland Tiger Cub chassis.

From Village Drays to Double-deckers

(Above) Returning after market day shopping. This busy scene at Newark bus station includes two Daimler double-deckers operating on the hourly direct-service to Nottingham.

The Success of W. Gash and Sons, Ltd., P.S.V. Operators, of Newark, Epitomises the Development of Rural Bus Operation Under Private Enterprise

By S. Buckley
Assoc. Inst. T.

THE road passenger transport industry of this country is dominated by large companies—whether privately or nationally owned. Successful operation of a fleet of 26 buses and coaches by a family concern alongside services run by these large companies proves that private enterprise practised on a relatively small scale still has a place in this age of large-scale organizations. This is achieved by W. Gash and Sons, Ltd., of Newark, Notts, who operate daily stage carriage services between Newark and Nottingham and neighbouring villages, in addition to providing coaches for private hire work.

The chairman and managing director, Mr. W. W. Gash, tells me that, after serving his apprenticeship as a general engineer, in 1919 his father bought him a provender mill at Elston, a village five miles from Newark. Although receiving financial help and encouragement from his father, he was given an entirely free hand in managing the mill.

In those days the village carrier, with his horse and cart, was the centre of life, operating a parcels service and moving grain in and out of the mill. In addition he would convey the villagers themselves on the local market days, Wednesdays and Saturdays, the five-mile journey from Elston to Newark in 1¼ hours for 1s. 6d. return. (It now takes 15 minutes in much greater comfort and costs 1s. 8d. return—an increase of barely 10 per cent. after 40 years.)

In 1921 Mr. Gash's younger brother, Mr. J. A. Gash (now joint managing director) joined the company at the

(Left) This single-decker Bedford is operating on a school bus service near Newark. Seating capacities of Gash vehicles range from 29 to 61.

(Below) Another of the ten Daimler double-deckers operated by Gash running on the Nottingham to Newark service near Syerston.

age of 14 and in February, 1922, the first motor vehicle was purchased—a very much used Model T Ford. This was fitted with a platform body and used normally as a goods vehicle. Following on the precedent set by its predecessor, the horse and cart, however, Mr. Gash got the local village joiner to construct a box which could be dropped on to the platform to carry passengers on market days. Mr. Gash tells me that while the nominal seating capacity was about 16 " more could be carried if the passengers were prepared to dangle their legs out at the rear."

Also in 1922, a service was started on Saturdays from Elston via the villages to Nottingham. This was a significant and pioneering venture for those days and this early connection with Nottingham was to become an important factor in the subsequent prosperity of the company.

In describing these early days of passenger operation and the conditions which passengers then accepted, Mr. Gash is most emphatic that in this modern affluent age " it is too silly for words " for persons who have no practical experience of operation to suggest that a remedy for the diminishing public transport services in rural areas is to put the clock back by converting post office vans into dual-purpose vehicles, in order to carry both mails and passengers. " Who on earth would want to travel out from Newark to Elston, for example, at 5.30 a.m., which is around the time the G.P.O. vans would be making early deliveries? "

Exact Local Knowledge

Because of a long association, both in business and in a private capacity, with many of the Nottinghamshire villages in his area, Mr. Gash has a wide and exact knowledge of the transport requirements of the local population. He has naturally been engaged in many discussions and conferences concerned with the current problem of preserving rural services. It is his experience that persons who are most vehement in their complaints about curtailment or cessation of a service often do not use buses themselves.

Dual-purpose vehicles, however, were acceptable in those early days and it was only in 1926 that Gash acquired their first vehicle solely for passenger work. This was a 20-seater Reo, which was followed in 1928 by a 14-seater Chevrolet. This latter year was also a significant landmark in the company's history in that the daily service between Elston and Newark was started. Now, more than 30 years later, it still operates basically in the same manner, athough there have naturally been changes in timing as the working week has been successively reduced.

Operating conditions are never static for very long, Mr. Gash comments, and everyone engaged in a service industry, such as transport, must be prepared to meet, and to some extent, anticipate such changes.

The consequent re-timings of services must inevitably necessitate revised schedules. On this long-standing and thorny problem for most passenger operators, Mr. Gash has this to say: " Whatever their political affiliations may be, in their day-to-day duties the British workmen are as conservative as anyone." When new schedules are being introduced Mr. Gash considers that it is the employer's duty to keep his men informed on the reason for the changes and ask for their co-operation in meeting any difficulties, rather than present a fait accompli with the inevitable disgruntled reaction. Mr. Gash usually finds that personal discussion can solve most problems which arise between an employer and his men.

Elaborating on his approach to staff relations, Mr. Gash insists that the wise employer appreciates at the outset that no two men are alike and adapts his demands to their services accordingly. Instancing an example of this in his own company, he tells me that the duty sheet covering all private hire work to be undertaken during each successive week is posted on the notice board. Drivers who would normally have a rest day are given the first option to do the appropriate private hire. It is entirely at his own discretion whether, in fact, a driver does work on his day off.

With the coming of the Road Traffic Act, 1930, and its subsequent implementation the following year, the services provided by Gash were becoming more well known and

established. Their original licence provided for a service between Elston and Newark on Wednesdays, and Elston and Nottingham on Saturdays and Sundays, both being operated by 20-seaters.

Prior to the introduction of the Act it was not uncommon during the early 1920s, when his motor service was in competition with the horse-drawn transport provided by the village carrier, for the latter service to cease abruptly on frosty mornings. This, incidentally, followed the then relatively new practice of paving main roads with tarmac.

Mr. Gash considers that the attitude adopted by his company on such mornings had much to do with their future success. It would have been very easy for them to tell the stranded passengers of their competitors that they were only making a convenience of Gash's service and that they normally intended travelling by other means. Mr. Gash's attitude both on this and all occasions is that passenger operators are in business to provide a service, and if the travelling public is prepared to pay the fare they have a right to be carried, no matter how inconvenient any particular requirement may be to the operator.

Because Mr. Gash is known personally to all his staff, they are well aware of his approach to public relations. As a result this attitude tends to permeate throughout the staff, who are encouraged to be fully aware of being an important and integral part of a family business. Everyone has his "off days," nevertheless, Mr. Gash admits, and if, as a result, a complaint should arrive from a passenger, he considers it is only fair to the man concerned that he should be allowed to read the actual letter of complaint before any discussion on the matter is undertaken. Similarly, inspectors are given to understand that they are not paid snoopers, but employed to help both staff and passengers.

A Daimler double-decker receiving attention in the maintenance department. The rectangular main pit measures 35 ft. by 20 ft. and is tiled throughout.

The first "take-over" took place in 1932 when Gash acquired the Fairway Omnibus Co. This brought the fleet up to a total of four vehicles and provided the first daily service between Newark and Nottingham via the villages. Vehicles were added at the rate of approximately one a year during the mid-1930s and in 1939 the first oilers were acquired—two Daimler 39-seaters, with Gardner 5-cylinder engines. By now the fleet had risen to seven vehicles.

The war years 1939-45 naturally brought their own problems, particularly with the construction of several R.A.F. aerodromes in the vicinity. Some Bedford buses of the utility type were purchased and by 1945 the fleet strength had risen to 12.

But a factor of much greater significance than fleet expansion alone arose during this war period. Up till that time the licences held by Gash were for stage carriage services between Elston and Newark, Elston and Nottingham, and Newark and Nottingham, both Nottingham services being via the villages.

Because of the extreme need for fuel economy as the war progressed, Mr. Gash suggested to the East Midlands Traffic Commissioner that if he were given a wartime permit to operate directly between Newark and Nottingham on the main road a substantial mileage, and a corresponding quantity of fuel, could be saved. It did involve the villagers in having to walk to their respective lane junctions with the main road, but under the prevailing wartime conditions this inconvenience had to be accepted.

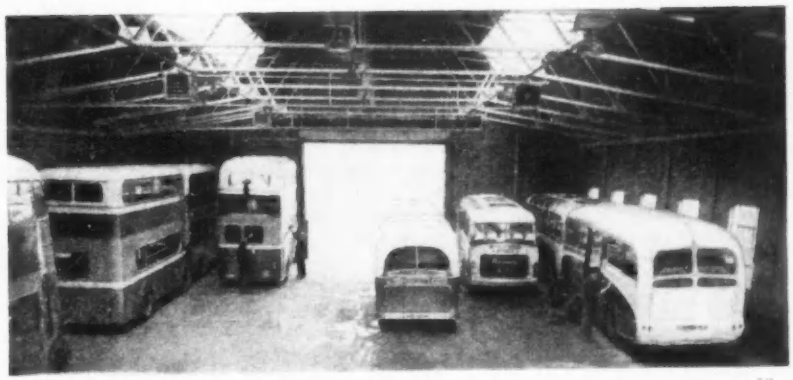
Evidence of Need

The permit was granted and the new main road service immediately proved very successful, despite the existence of a parallel Newark to Nottingham railway service. By the end of the war so many passengers had been carried on the main road bus service that there was indisputable evidence for its need. It was, however, still being run under a permit, so Mr. Gash applied for a licence to run an hourly main road service which, despite opposition, was allowed. Following the granting of this licence, Gash acquired their first double-deckers. They bought two Leylands in 1947, three Daimlers in 1948 and a further Daimler in 1949.

Throughout this period of expansion, Gash had continued to be controlled from Elston, but in 1953 new headquarters were erected at Bowbridge Road, Newark, so cementing their relationship with the market town which provides much of their traffic.

The company now has a fleet of 26 vehicles, composed of ten double-deckers and 16 coaches. The double-deckers are all Daimlers with seating capacities ranging from 53 to 61. The coaches consist of nine Bedfords, four Daimlers, one Albion, one Crossley and one Leyland.

Six of the coaches are 41-seaters, while the others have



A section of the spacious garage situated at Bowbridge Road, Newark, and built in 1953. Facilities include maintenance department, staff rooms and offices.

Here the chairman and managing director, Mr. W. W. Gash (right), discusses a tour brochure with his brother, and co-director, Mr. J. A. Gash.

from 29 to 36 seats. Bodies have been built for the coaches by Burlingham, Duple, Plaxton and Yeates of Loughborough, while the double-decker bodies are by Duple, Massey Brothers (Pemberton), of Wigan, and Strachans Successors.

There is a total staff of 33, consisting of 17 drivers, eight conductors, four maintenance staff (including one apprentice), three female clerks and the secretary, Mr. J. B. Helliwell.

The routes now operated include, first and foremost, the Newark to Nottingham stage carriage service, via the main road (A46/A52), which runs hourly Sunday to Friday and half-hourly on Saturdays. The corresponding service via the villages runs on Wednesdays, Saturdays and Sundays. There is also a Newark to Leicester service run by Gash, in conjunction with Barton Transport, Ltd., on Fridays, Saturdays and Sundays.

The company have always done private hire work and, in recent years, the demand for this has increased substantially —in contrast with some decline in the number of stage carriage passengers since about 1953.

From his own extensive knowledge of one particular area of operation, Mr. Gash is convinced that this decline is entirely due to the increasing number of private cars.

Continental Tours

On the original licence issued to Gash, excursions from Elston were allowed and, with subsequent acquisitions, two points of origin were named in two areas. They also have a limited Continental licence to coincide with the period of annual works holidays in the Newark area.

Mr. Gash is personally responsible for organizing the Continental tours. As an example, in 1960 the destination was Menton, on the French Riviera, the fare being 52 guineas for 15 days. The destination this year was Interlaken. In connection with the organization of Continental tours, Mr. Gash considers that it is unreasonable to expect drivers to work longer hours on such tours than would be legally permitted in this country. In any event, the appropriate authorities on the Continent are already becoming disturbed at the increasing number of coaches involved in accidents and are taking measures to reduce them.

As mentioned earlier, the fortunes of the company increased substantially with the introduction of the main road service between Newark and Nottingham. Superficially this would appear rather peculiar as there is comparatively little population to be served directly on the main road.

In addition, there was already in existence a direct railway service, while either the headquarters or a depot of two large companies—The Trent Motor Traction Co., Ltd., and the Lincolnshire Road Car Co.—were situated at each end of the service. Despite all these adverse factors, an excellent service has been established by the private enterprise of a family concern to the satisfaction of both passengers and operator.

Moreover, excellent relations are maintained with adjoining operators, including Barton Transport, Ltd., Robin Hood (Coaches), Ltd., and Skill's Motor Coaches, Ltd., in addition to the two already mentioned. When the need arises there is an inter-working arrangement to hire out vehicles to one another.

As an example of rearranging services to meet changing needs, Mr. Gash instanced a recent development on the Newark to Nottingham service on Saturdays. During the football season several duplicates would usually be required to take supporters from Newark to Nottingham around 1.30 p.m. or 2 p.m. Unfortunately for economic operation, the time at which passengers would return was largely unpredictable.

Fixed-time Returns

The situation has to some extent been resolved by the institution of an express service to the football ground at a reduced return fare of 2s. 9d. (compared with the standard fare of 3s. 8d.), but with the restriction that passengers must return at a specified time after the match. Football supporters who wish to return later are still able to travel on the service buses but, of course, at the normal fare. Incidentally, Mr. Gash did mention that an increase in the standard fare to 4s. return has been applied for, but even if granted it would still be the equivalent of only 1.2d per mile.

Consistent with Mr. Gash's emphasis on the importance of good staff relations, a readily understood method of wage calculation is adopted. One rate per hour applies to all work done by drivers on stage carriage work but, as this is substantially higher than the national standard, minimum wages paid by Gash are relatively high.

Similarly, a simple system is applied to reckon the amount of wages paid to drivers engaged on private hire. One basic rate per hour is paid from start to finish of the hire (less eight hours for each overnight stop where this applies), although this rate is less than that paid for P.S.V. work. In contrast, many systems employed elsewhere to calculate private hire wages (especially where a substantial amount of waiting time is involved) can only too easily lead to disputes regarding the correct amount payable.

It is Mr. Gash's contention that the prime need of staff is to be given a sense of security. He considers it important to guarantee his men, first of all, a relatively high basic wage which will continue to be paid even during comparatively slack periods. In addition, Gash have operated for the past ten years a pension and insurance scheme applicable to all grades over the age of 21.

On the introduction of the National Graduated Pension and Insurance Scheme, Mr. Gash decided not to opt out, but their own scheme was slightly adjusted and has now become non-contributory. Quoting a random example of benefits to be derived under their scheme, Mr. Gash instanced the case of an employee 33 years of age whose dependants in the event of his death would receive a life assurance payment, inclusive of profits, of around £5,000.

The cost of the scheme to the employer is 7.51 per cent. of the annual pay roll, and the whole of the business is entrusted to the National Mutual Life Assurance of Australasia.

As stated earlier, the new headquarters of W. Gash and

Sons, Ltd., are situated at Bowbridge Road, Newark, and were built in 1953. They include a large garage primarily for housing vehicles, but including a pit for use in an emergency, and the maintenance department. Also on the ground floor are offices, staff rooms, boiler house and cloakrooms, while on the first floor are the offices of the directors and secretary of the company.

The dominant feature in the maintenance section is a rectangular main pit 35 ft. by 20 ft. It is tiled throughout, and metal runways permit two vehicles of maximum dimensions to be maintained simultaneously. By not having two separate pits the movement of fitters between one vehicle and another is facilitated.

There is comprehensive oil and grease dispensing equipment available in the pit, so permitting the greasing of chassis, spraying of springs and the topping up of gearboxes and differentials. An additional oil line feeds in the special grade required for the differentials of the Daimler double-deckers operated by Gash.

A stock of fast moving stores is maintained and also in the storeroom is a Merlin Service Master for servicing injector systems. Other equipment includes a Lucas headlight "Beamsetter" and a Black and Decker "Valve Master" refacer. To ensure continuity of service, a spare Daimler engine and gearbox are kept in reserve at Bowbridge Road for immediate replacement should this be required.

A recent acquisition is a "Speedyjet" steam cleaner manufactured by Bastian and Allen, Ltd., Harrow. This is electrically operated and is used for thoroughly cleaning down chassis prior to examination by Ministry of Transport officers. An outside ramp is available for this purpose.

A comprehensive maintenance and docking system is in operation, segregated as between the double-deckers and lighter types of vehicle. Daimler "Freeline" chassis, in addition to a weekly check-up of tyres, battery and water pump, have a 5,000-mile dock for attention to 25 items. Fourteen additional items are checked at 10,000 miles and a further six at 50,000 miles. At 100,000 miles complete overhaul of engine and gearbox is undertaken, whilst swivel pins, bushes and shackle pin bushes are renewed as required.

A 500-mile check is made on new single-deck chassis, followed by subsequent docks of increasing degrees of comprehensiveness at 3,000, 6,000, 12,000 and 24,000 miles. Where appropriate to the type of chassis, these intervals are adjusted to 5,000, 10,000, 50,000 and 100,000 miles.

A periodical body maintenance dock is also undertaken at 10,000 miles or, alternatively, every three months, whichever period occurs first. Attention is then given to sliding doors, seats, grab handles, parcel racks, sliding roofs, as well as cab and emergency doors. Examination is also made of trap doors and lockers, destination gear, fire extinguishers, lifeguard valances, upholstery and half-drop windows. Batteries, servos and mechanical lubricators are also checked at the same time.

Ample fuel stocks are maintained. The pumps and fuel office are located at the entrance to the main garage. An innovation relative to fuel recording is that, while successive deliveries are recorded on one sheet for both petrol- and oil-engined vehicles, one index card for each vehicle is also maintained with appropriate entries. Rates of consumption naturally vary with the type of work on which vehicles are engaged, but, in general, the coaches built on Bedford chassis with the manufacturer's oil engine are averaging 20 m.p.g. and the Daimler double-deckers 11/12 m.p.g. Some of the latter vehicles, incidentally, have now covered over half a million miles.

A graphdex wall chart relative to the comprehensive docking system is maintained in the offices of both Mr. W. W. Gash and the garage foreman, indicating the sequence of docks due to be undertaken on every vehicle.

New Bedford Diesel Options

220- and 330-cu.-in. Engines with Laystall Cromard Thin-wall Liners Now Available on Goods Chassis

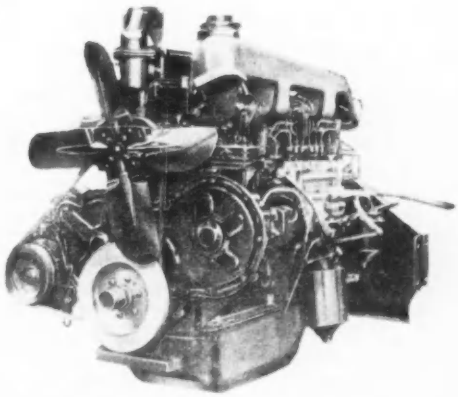
As forecast in *The Commercial Motor* of November 3, the Bedford 330-cu.-in. (5.42-litre) diesel engine which, it was reported in that issue, was to be fitted in SB passenger chassis, is now available for the Bedford 7- and 7½-ton goods models and 10- and 12-ton tractive units as an alternative to the 330-cu.-in. (4.93-litre) diesel engine. It has also been announced by Vauxhall Motors, Ltd., that a new four-cylindered 220-cu.-in. (3.61-litre) diesel engine is available for Bedford 3- and 4-ton, normal- and forward-control goods models as an alternative to the 200-cu.-in. (3.28-litre) unit.

The 330- and 220-cu.-in. engines are basically the same as the 300- and 200-cu.-in. units respectively. The 10 per cent. increase in displacement is the result of fitting Laystall Cromard thin-wall cylinder liners and an increase in bore diameter from 3¾ in. to 4 1/16 in. in each case. Larger diameter, shorter cylinder-head studs are used.

In the case of the 330-cu.-in. engine, maximum net power output is 99 b.h.p. at 2,600 r.p.m. and maximum net torque is 234 lb.-ft. at 1,800 r.p.m. compared with 89 b.h.p. at 2,600 r.p.m. and 210 lb.-ft. at 1,400 for the 300-cu.-in. unit. Maximum net output of the 220-cu.-in. engine is 65 b.h.p. at 2,600 r.p.m. and maximum net torque is 153 lb.-ft. at 1,400 r.p.m. compared with 57 b.h.p. at 2,600 and 139 lb.-ft. at 1,400 r.p.m. for the 200-cu.-in. unit.

With the introduction of the 300-cu.-in. engine, which will become standard equipment if it is specified in the majority of orders for the six-cylinder diesel engine, 7½-ton goods models and 12-ton tractive units can be obtained for the first time with a Bedford-built diesel engine. Where fitted with the 330-cu.-in. engine the 7½-ton long-wheelbase chassis-cab will cost £1,255 and the 12-ton tractive unit will be £1,260. Chassis with the new 220-cu.-in. engine will be priced at £7 more than the comparable chassis with the 200-cu.-in. unit. The prices quoted refer to vehicles sold on the United Kingdom market. On 12-ton tractive units, fitted with the 330-cu.-in. engine, the Bedford two-speed axle will continue to be used.

Vehicle weights in taxation condition are unaltered when the larger engines are fitted.



The 330-cu.-in. Bedford diesel engine which develops 99 b.h.p. net at 2,600 r.p.m.

(Left) With a capacity of 8.6 litres, the 6-cylinder engine of this 1939 Leyland Beaver gave 97 b.h.p. at 1,900 r.p.m., whilst (right) the Power-Plus O.680 engine tested by the technical editor (September 22, 1961 issue of "The Commercial Motor") has a capacity of 11.1 litres and an output of 200 b.h.p. at 2,200 r.p.m. In the intervening 21 years, engine life between major overhauls has been increased fourfold.

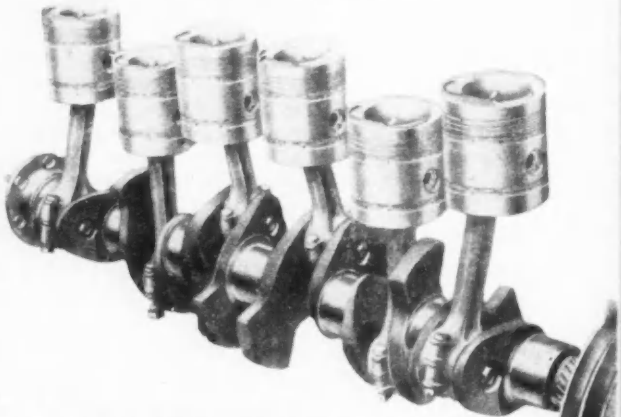
Background T

"WHAT makes me so cocksure that the naturally aspirated four-stroke diesel will dominate p.s.v. and road-haulage markets for at least 10 years and that the potential of the diesel will remain a commanding factor in the commercial vehicle industry for many years after that?"

To engine technicians, the main highlight of the Public Transport Association Conference at Eastbourne in May was the "cocksure view" of Mr. J. McHugh, Chief Engineer (Vehicles), Leyland Motors, Ltd., that vehicle designers should base their plans on the continuance of the diesel in face of any challenge from other forms of power unit, given that the pattern of world fuel supplies remained substantially unchanged. Mr. McHugh's view has the full backing of the Leyland company and the development programme is being personally supervised by Sir Henry Spurrier, the managing director. It is pertinent that production plans for the next 10 years are based on the manufacture of two "engine envelopes" of the four-stroke naturally aspirated type for the concern's range of engines, and that the workshops are being completely re-tooled to provide a very substantial increase in production in the immediate future.

Immediately before the last war, the average power output of Leyland engines was 11 b.h.p. per litre. By the end of the war, output had been increased to about 13.5 b.h.p. per litre and by 1960 the average was approximately 18.4 b.h.p. per litre. In approximately 20 years, therefore, an improvement has been obtained of over 67 per cent. in the power available, and this has been achieved by attention to detail rather than the introduction of any form of "gadgetry." At the same time outstanding gains have been made in specific fuel consumption, and the mileage life of the power units between major overhauls has been increased fourfold.

The introduction of the Power-Plus range last year marked the outcome of a specific programme of over four years of continuous development work aimed at obtaining the maximum benefits from the conventional form of four-stroke engine without resorting to "external aids" such as a supercharger or turbocharger. In the case of the O.680 200-b.h.p. engine with a rated maximum speed of 2,200 r.p.m., an increase of over 33 per cent. has been derived from refining the established design, whilst the O.600 140-b.h.p. economy engine (operating at 1,700 r.p.m.) gives a 12 per cent. improvement, with a highly favourable fuel



(Above) Capacity of the crankshaft assemblies in the Power-Plus engines would permit speed ratings to be increased by more than 50 per cent. Thermal stressing rather than mechanical stressing represents the immediate limiting factor with regard to durability.

(Right) Combustion chamber form of the Power-Plus engine is known as spheroidal and gives improved combustion characteristics compared with the conventional toroidal cavity. Brake mean effective pressures have been raised to approximately 120 p.s.i. from about 113 p.s.i. for the earlier engines.

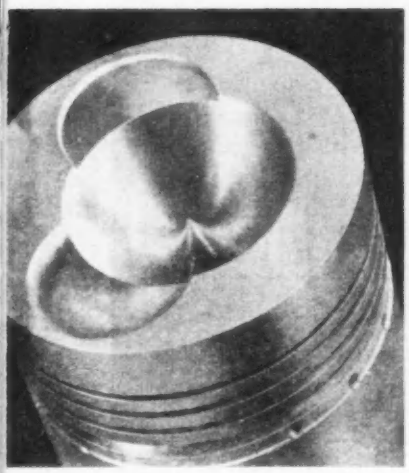
consumption. Development work is continuing, and it is confidently expected that the "ultimate" naturally aspirated engine will be a notable advance on existing designs. It is even considered possible that an engine will eventually be produced with output-per-litre and power-to-weight performance figures equal to those of an up-to-date spark-ignition engine. A number of production-type engines are operating at a specific fuel consumption of 0.33 pints/b.h.p.-hr.

It is notable that the capacity of the crankshaft assemblies in the new Leyland engines would permit speed ratings to be increased by more than 50 per cent., given that the fuel were efficiently burned at the higher speeds. Thermal stressing rather than mechanical stressing is the immediate

To Power-Plus

Leyland Faith in the Future of the Four-stroke Diesel is Reflected in a Policy of Steady Development which has Brought Impressive Gains in Power, Torque, Consumption and Engine Life and which Holds Promise of Further Notable Improvements

By P. A. C. Brockington, A.M.I.Mech.E.



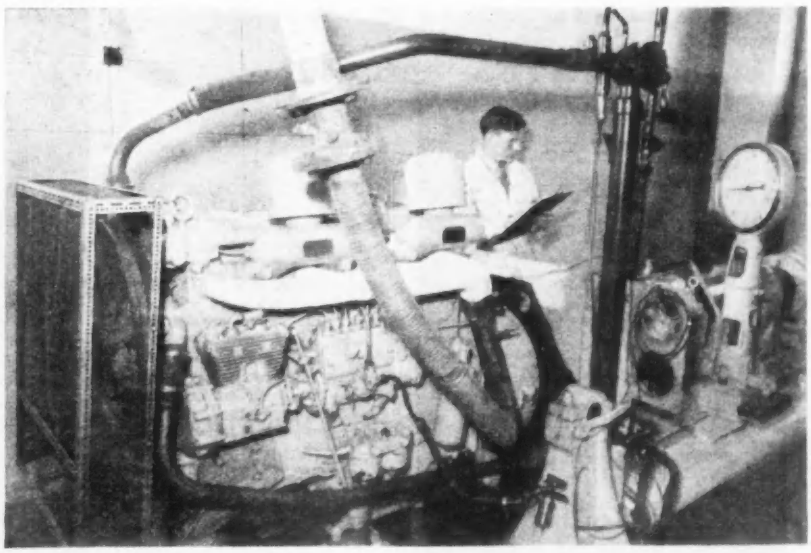
limiting factor with regard to durability. A gain in thermal efficiency would reduce thermal stressing and the smoke-limit speed would be increased. Raising the power output by increasing the speed is partly dependent upon the development of a fuel that could be burned efficiently at high injection rates.

It would be impossible in the space available to enumerate all the variables that are being taken into account in the Company's research programme, the main factors being the form of combustion chamber, the injection characteristics, the layout of the valves and ports and the design of the manifolds. It is significant that if dynamometer tests had been arranged to evaluate every combination of all the known variables (apart from those that might have materialized) and if each test had occupied 24 hours, the programme would not have been completed in under 50 years. It has therefore been necessary to adopt a line of research by which useful results can be more quickly obtained.

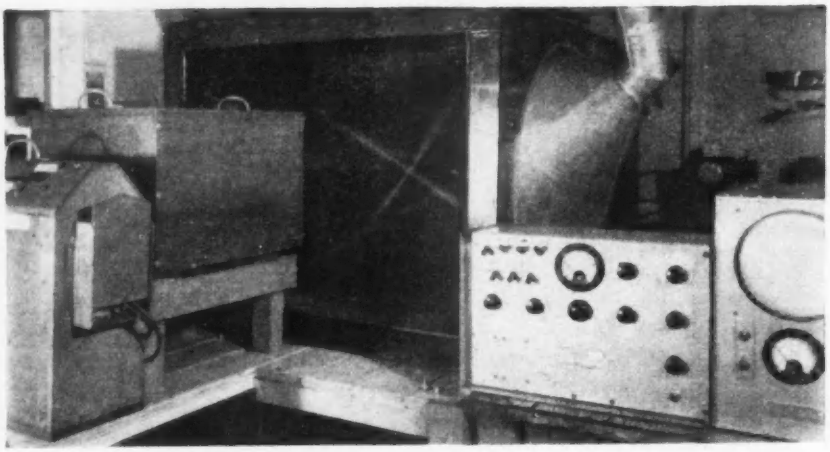
The Best Compromise

In brief, the test programme is concentrated on obtaining the best compromise between maximum-power and minimum-fuel characteristics by exploiting the potential of applied research to the full, as distinct from the development of new principles by pure research. In practice this means that tests are made with different combinations of selected variables, and when a gain in power or consumption is obtained an analysis is made to determine the cause and to assess its applicability to engines of different cylinder dimensions. For example, having established that a certain combination of injector-pipe diameter and nozzle-element form gives an improvement in power or fuel economy, injection spray shape is carefully studied and its characteristics are accurately determined for detailed comparison with less favourable spray patterns. In this way, it has been possible to evaluate "improvement trends" that in some cases point to a principle that has a general application.

Instruments employed for development work include an injection-rate analyser, Stroboflash nozzle-testing equipment, a swirl indicator, a B.P.-Hartridge smoke-meter, a



A Power-Plus O.680 engine undergoing tests in the research laboratory. The test programme aims at exploiting the potential of applied research to the full, as distinct from the development of new principles by pure research, to obtain the best compromise between maximum-power and minimum-fuel characteristics.



Photographic records are made of a series of injector spray patterns produced by a Stroboflash analyser, and these are matched against the data obtained with the injection-rate analyser to determine the volume of fuel in each section of the spray.

volumetric-efficiency measurer and a Farnborough P.V.-diagram indicator. Of these, the injection-rate analyser and the swirl indicator were evolved and produced by Leyland staff, and in each case the techniques employed represented an original approach to design progress.

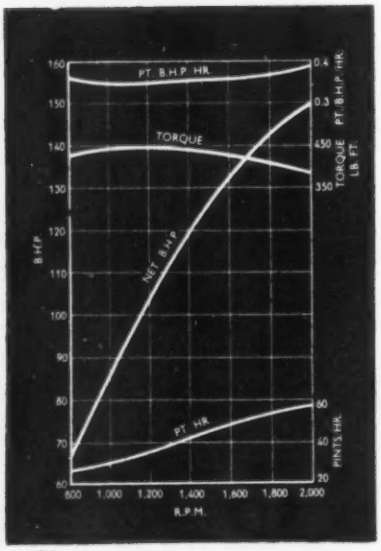
The main feature of the injection-rate analyser is a power-driven table, operating at the same speed as the fuel pump, on which is mounted a multi-compartment fuel receiver consisting of a bank of small rectangular fuel reservoirs with a total width of some 4 in. Located at an angle above the table, the nozzle is so arranged that one of the holes sprays into the receiver, rotation of the table corresponding to the phasing of the injection pump. In a normal test the table is rotated 1,000 times, and examination of the fuel receiver then reveals the total quantity of fuel injected and the amount of fuel discharged by the nozzle during each stage of injection.

The Stroboflash analyser enables the spray pattern to be checked visually under varying conditions of pump discharge, and photographic records are made to match against the data obtained with the injection-rate analyser. It is thus possible to determine the volume of fuel in each section of a spray and to compare this with the form of the section.

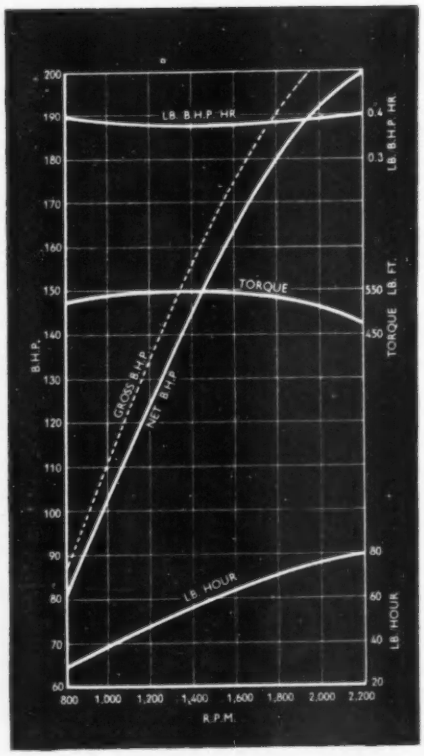
Known as a vane-type manometer, the swirl indicator comprises a vaned disc mounted in a cylinder which is used in conjunction with a valve rig. This takes the form of a port section with a valve of the type fitted to the test engine, the axis of the valve being perpendicular to the disc. Air is fed to the valve from a venturi measuring device, and after its passage past the valve it impinges on the vanes of the disc. The rate at which the air passes through the disc and is discharged from the cylinder is also measured, and this enables comparisons to be made between inlet and outlet rates.

Particular attention is given to uniformity of cylinder output, which can be all-important in the attainment of optimum power and economy. In addition to the correct matching of injector pump elements, nozzles, pipes and

(*Continued on page* 641)



Performance curves of the Power-Plus O.680 engine (right) and curves of the earlier 680 cu. in. unit (left) show that net installed b.h.p. has been increased by 33⅓ per cent. and that maximum torque has been improved by more than 11 per cent. Note that the gross b.h.p. of the Power-Plus engine is given to enable realistic comparisons to be made with the ratings used in overseas countries. At 2,200 r.p.m. the gross output is around 210 b.h.p.



The TRADER TIPPER

delivers a load of new refinements ... just where you want them

Here is the latest list of refinements now incorporated in the famous and rugged Trader Tippers, including the standard 5 and 7 ton tippers, and the Trader 6 x 4 "Tandems" from County and All Wheel Drive.

NEW TRANSMISSION FEATURES

- *New 5-speed gearbox* now available as optional extra. Direct drive version has a crawler 1st gear of 7·58:1.
- The standard 4-speed gearbox has cast iron casing for extra strength. Clutch housing also of cast iron.
- Increased rear axle capacity of 18,500 lbs and the 100% cold riveting of chassis frames allows greater chassis flexibility during tipper operations.

NEW ENGINE FEATURES

- New cylinder liners.
- New type exhaust valves.
- Timing gears of improved materials and design.
- Stronger valve springs used in conjunction with a new camshaft form stepping up valve bounce period to 4,000 rpm.

The 6-cyl. 330 cu. in. diesel engine of the Trader 7 ton packs tremendous power. The Hydrovac assisted braking now standard on this range is a great plus in coping with the most rugged conditions. Available with Anthony underfloor or Edbro end ram, and fixed or drop side all steel body.

TRADER DATA

7 ton Tipper (6 cu. yd.)

Max. G.V.W.	204 cwt
Frame modulus	10.0
Wheelbase	108"
Torque	253 lbs at 1,500 rpm
Chassis/Cab Price	**£1,157**

Also 5 ton Tipper (5 cu. yd.)
Full Trader range 1½-10 ton

6 x 4 TRADER TANDEM
All Wheel Drive
from **£2168**
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Contact your nearest Main Ford Dealer

RUGGED AND RELIABLE-THAT'S THE POWER OF THE **THAMES TRADER** BY **FORD** OF BRITAIN

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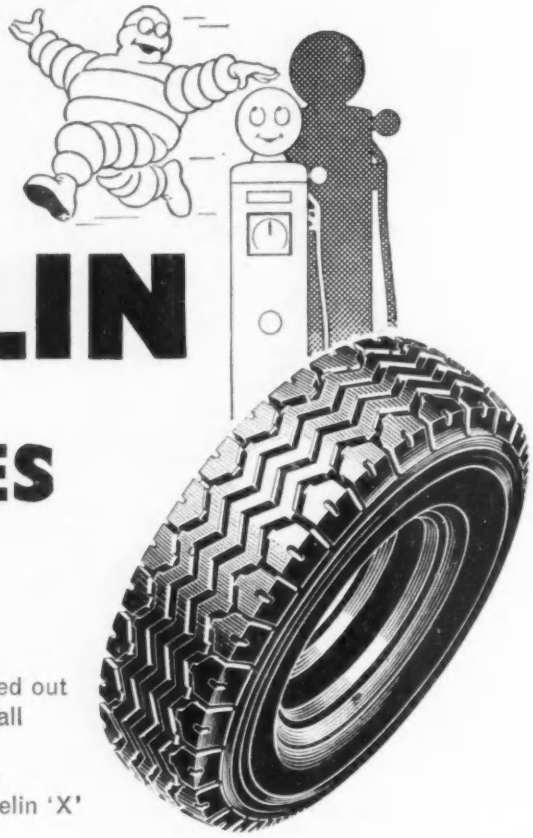
5% to 15% more miles per gallon



with

MICHELIN 'X' TYRES

Under R.A.C. surveillance fuel consumption tests have been carried out with different types of vehicles from small cars to large coaches and lorries. In every case the tests have shown an improvement in miles per gallon with Michelin 'X' ranging from 5% to 15%.

Here are a few examples:—

Date of trial	Type of vehicle tested	Distance covered by test vehicles with equal amounts of fuel —on ordinary tyres	—on 'X' tyres	Extra distance covered on 'X' tyres
Feb. 1961	5-ton lorry (flat) Diesel engine	271.0 miles	313.1 miles	42.1 miles
Mar. 1961	997cc. Saloon car	398.0 "	431.6 "	33.6 "
Mar. 1961	41-seater coach Diesel engine	291.1 "	322.9 "	31.8 "
Mar. 1961	1·489 litre Saloon car	336.8 "	363.0 "	26.2 "
April 1961	1-ton Delivery van (petrol)	326.6 "	344.6 "	18.0 "
April 1961	4-axle 12-wheeler 24-ton gross	221.4 "	248.6 "	27.2 "

The fuel saving with Michelin 'X' tyres is due to unique manufacturing quality and to their special construction which reduces rolling resistance.

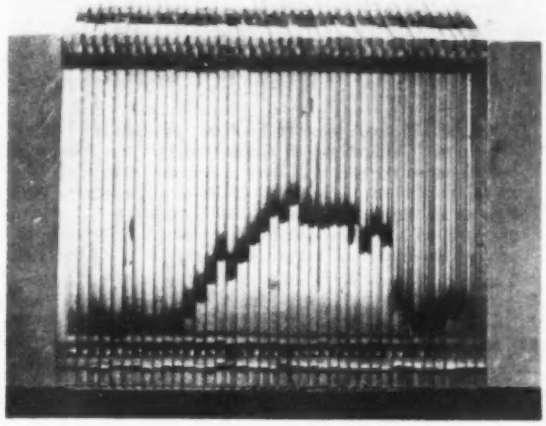
You get twice the comfort, twice the grip, twice the mileage —

and you save fuel with Michelin 'X' tyres

For further details please write to "Fuel Saving" Michelin Tyre Co. Ltd., 81 Fulham Road, London S.W.3.

1861/21/MR

Fitting accuracy is an all-important factor in performance and reliability. This Solex air gauge enables measurements to be taken with an accuracy of 0.00005 in. It can measure the bore of the big end and little end and also parallelism and twist.



This multi-compartment fuel container is mounted on the power-driven table of the Leyland-designed injection-rate analyser, and one hole of the injector sprays into it as the table rotates. The heights of the fluid columns show the amount of fuel discharged in each stage of injection over 1,000 table revolutions.

so on, great care is taken in the machining of the development-engine combustion chambers, the pistons being received from the suppliers in the form of blanks.

Reverting to turbocharging, it is significant that the company have been experimenting since the war with this means of obtaining increased power and that very high outputs have been obtained from turbocharged standard units. Whilst the later development of a turbocharged automotive engine is envisaged as a practical possibility, it is emphasized that evolution of the Power-Plus range indicates the scope of the diesel engine in its naturally aspirated form. Although the single advance represented by the Power-Plus engine is not likely to be repeated overnight, progressive advance may give an even greater proportionate gain. Turbocharger development will remain, therefore, a long-term project with regard to automotive engines, but it is considered that application of turbocharging to industrial engines operating at a constant speed is worth while in the present stage of progress. In such installations it is possible accurately to match turbocharger characteristics to the operating characteristics of the engine, and changing load conditions can be readily accommodated by the turbocharger. It is, therefore, possible to employ a much smaller and more efficient power unit than would otherwise be required.

After experimenting with gas turbines for over 16 years and thorough investigations of various designs evolved in this country and overseas, it is not considered at this stage that units could be produced which were sufficiently economic or durable for commercial-vehicle applications, apart from those in which operating life is very short and fuel consumption is a secondary consideration. Claims for other forms of power unit, including the rotary engine, have also been analysed in detail, and none of these investigations has shaken the faith of the Leyland management or technicians in the future of the four-stroke diesel engine. It is claimed that no alternative type could operate at a comparable thermal efficiency, and this is qualified by the observation that a fuel saving of 10 per cent. is an all-important economic factor to the majority of users.

New Vehicle Registrations Rise Slightly in September

As expected, registrations of new commercial vehicles in September made a slight recovery from August's total of 20,101—the year's lowest—to 21,143. The improved figure is well below the monthly average of 26,290 for the previous eight months.

However the rise and fall of registrations follow a similar pattern each year—August and September, 1960 also showed the lowest figures of the year. The main difference is that registrations for January-September, 1961, are 232,268, or 8,438 above the same period last year.

The registrations of petrol-engined vehicles show an increase of 1,646 from the previous month while those of diesel vehicles fell by 1,421 and electric types remained steady at around 200.

NEW REGISTRATIONS—SEPTEMBER, 1961.

Type	Petrol	Oil	Electric	September	Jan.-Sept.
Hackneys	35	243	—	278	5,098
Goods:					
Agricultural	303	114	—	417	4,091
Showmen's	—	1	—	1	7
Local Authorities (watering and cleansing)	2	13	—	15	163
Tower wagons	4	3	—	7	84
Other goods	11,078	4,689	135	15,902	169,178
Total Goods	11,387	4,820	135	16,342	173,523
Exempt vehicles	659	327	70	1,056	14,583
Tractors	—	30	—	30	503
Agricultural engines (£2 10s. class)	37	3,391	9	3,437	38,561
Grand Totals	12,118	8,811	214	21,143	232,268

Licensing Casebook *by Norman H. Tilsley*

Bitter North Western Battle, with Complications

SHOULD an A-licensed haulier, operating a substantial number of vehicles on a "General goods, Great Britain" scope from many bases throughout the country, who purchases a business consisting of vehicles with restricted users, be allowed to integrate the new vehicles with his existing fleet, to carry "anything, anywhere"? Conversely, should a "General goods, Great Britain" operator, who takes over further vehicles, be compelled to operate those vehicles on a restricted normal scope—thus upsetting the balance of his trunk operations?

These questions the North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, will have to answer when he decides the application by H. I. Huyton, Ltd. But the issues are not all that simple.

The shares of Huyton's were acquired by J. and H. Transport Services (Peckham), Ltd., who also control four other haulage concerns. They operate a fleet of over 100 vehicles, and the normal user of the associated companies' vehicles is: "General goods, Great Britain, as sub-contractors for J. and H. Transport." The application now in issue, by Huyton's, is to put 16 A and B vehicles on to a similar user.

The application is unusual in that, on the face of it, J. and H. Transport are the only customers (though to prove need some customers of J. and H. have given evidence).

But complications have arisen. Unfortunately, Huyton's "takeover" was rushed and it was only discovered afterwards that the vehicles were being operated "irregularly." Upon discovery this was immediately stopped, as a result of which Huyton's lost their main (and only) customer, and for some time the vehicles were integrated with the J. and H. fleet on a "general goods" basis—well outside their normal scope.

Another snag is that without notifying the Authority the base of the vehicles was moved from St. Helens to Liverpool—a matter of some moment, I understand, in such a highly industrial area.

The application has attracted objections from six large operators, plus the B.T.C., and, after a whole day's hearing at Liverpool last week, it appears that the fight is to be a bitter one.

Supported by well over 50 documents, covering the group's operations, Mr. Jackson-Lipkin, the applicant's barrister, has a hard battle before him to convince Mr. Jolliffe that the normal user asked for by Huyton's (or, rather, by J. and H. Transport) is the proper one to grant.

COLD FEET?

I HAVE recently commented on indiscriminate objections from hauliers. Understandably frightened of additional vehicles being granted in their Area, they appear to be forming themselves into "objecting schools."

A case in point from the Northern Area—an appeal from T. Dodds of Bedlington Station, Northumberland—came before the Tribunal last week.

Dodds had applied for an additional A vehicle, and a whole group of independent Northern based hauliers—nine of them in all—plus the B.T.C., objected. Only one of the independent objectors gave evidence at the Inquiry and, despite strong support from a customer witness, the application was refused.

At the appeal not one of those nine objectors appeared as respondents—British Railways were left, as usual, "holding the baby." The appeal was allowed.

"Hard" Cash Carriers Debated

A VISIT to the Transport Tribunal is always a worth-while experience, for it is here that the country's leading experts in transport licensing expound their views on, and argue their interpretations of, the rules and regulations. It is here, also, that the Tribunal, in their various decisions, lead and direct the Licensing Authorities in the way in which they should carry out the requirements of the Road Traffic Act.

Many of the cases that the Tribunal hear and decide, where they sit as a kind of "super-jury," can be described as insignificant—important though they may be to appellant and respondent. Occasionally, however, an appeal comes forward which is out of the normal run; which provides an opportunity for transport advocates and Tribunal to discuss and (sometimes) to clarify ambiguity that may exist in the wording of certain sections and subsections of the Act.

An example of this is the successful appeal of Securicor, Ltd., which came before the Tribunal at the end of November after special arrangements had been made for an early hearing (the company placed a summons before the Tribunal's Registrar but, before it was returnable, an early hearing date was agreed).

This case could well have made licensing history as a test case because, had the Tribunal's decision gone against them, I understand that Securicor would have taken the case to the Court of Appeal.

The appeal took two complete days to hear and, as anticipated, the main theme taken by the appellants was that the armoured van was the vehicle *par excellence* for the carriage of bankrolls and cash.

Several interesting points arose during the hearing, some of which may well be answered in the Tribunal's written decision.

Securicor wanted 35 vehicles for the London area. After a long hearing the Deputy Metropolitan Authority granted them only 10, and it was the meagreness of the grant which really brought the appeal.

The appellants had, in fact, a B licence authorizing two armoured vans, and the Authority was told that the demand for protection was such that they were using Ford Consul cars, in some cases accompanied by escort cars fitted with radio, to do the work.

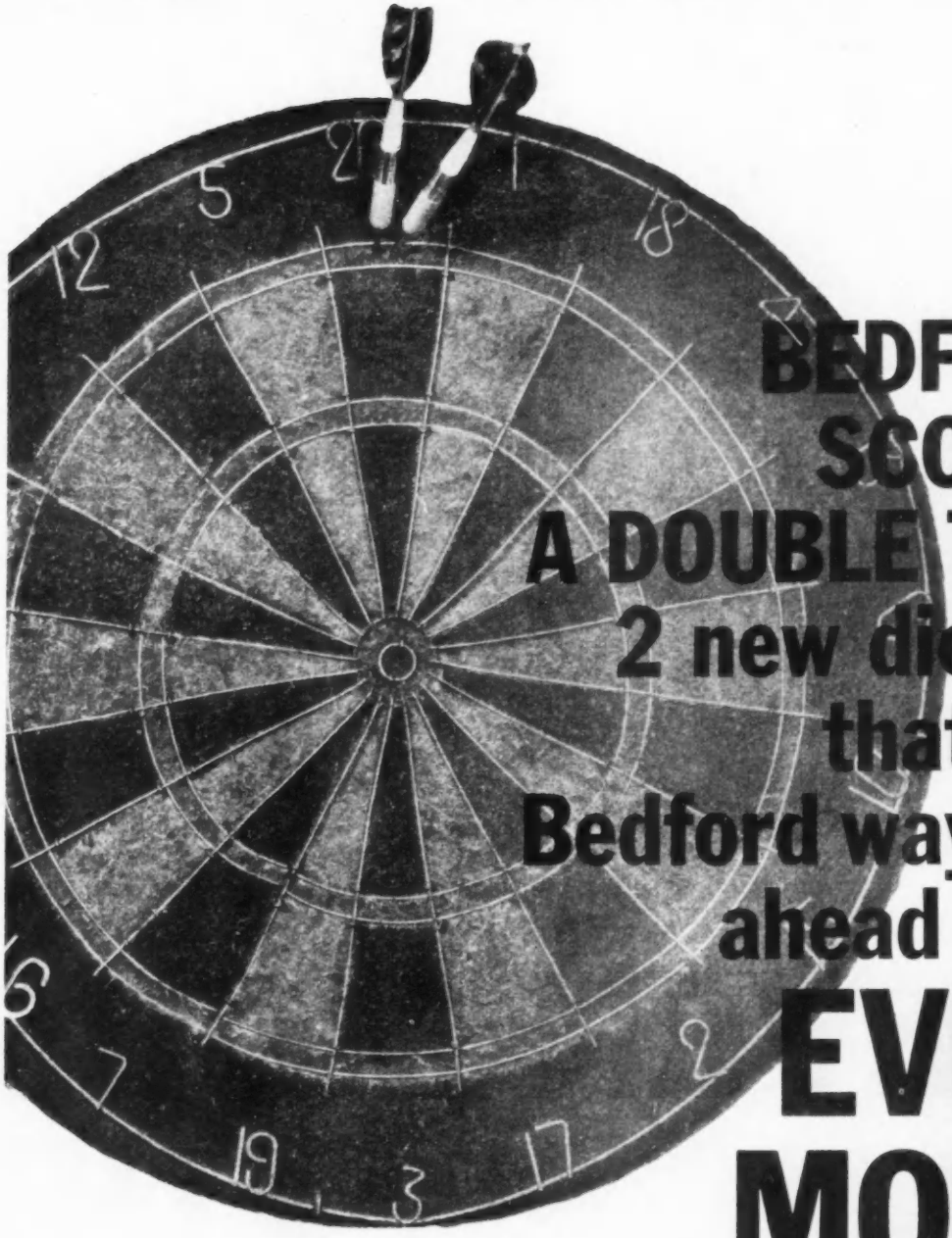
In the first of a number of interjections (for which he later apologized) Sir Hubert Hull, the President, asked a very leading question: "If you get your 35 vehicles, you will no longer carry cash in private cars?" He was given the answer that the appellants could only undertake to stop using cars in respect of the customers for whom the application was specifically made, but as the customers were increasing, and because of the time lag between the making and the hearing of an application, they had to use ordinary cars as a stopgap.

Pointing out the similarity between this situation and the case of a carter wishing to give up horse-drawn vehicles in place of motor vehicles, or the substitution of petrol lorries with diesels, Sir Hubert said that in such a case they (the Tribunal) ought to take the haulier's point of view. If Securicor were to abandon the use of "soft skinned" vehicles, the application would be one merely of substitution and the matter could easily be disposed of.

Another point taken at the appeal, but not as yet resolved, was the President's question: "I suppose it is considered that these armoured vehicles need a licence?"

Mr. J. G. S. Hobson, Q.C., for Securicor, obviously did not think so. He considered that cash was not "goods." It did not come within the Sale of Goods Act, and was not "goods" for the purpose of the Larceny Act. "There can be no doubt at all," he continued, "that what is controlled is not the load but the vehicle, and armoured cars are vehicles constructed or adapted for use for the carriage of goods."

(*Continued on page* 643)



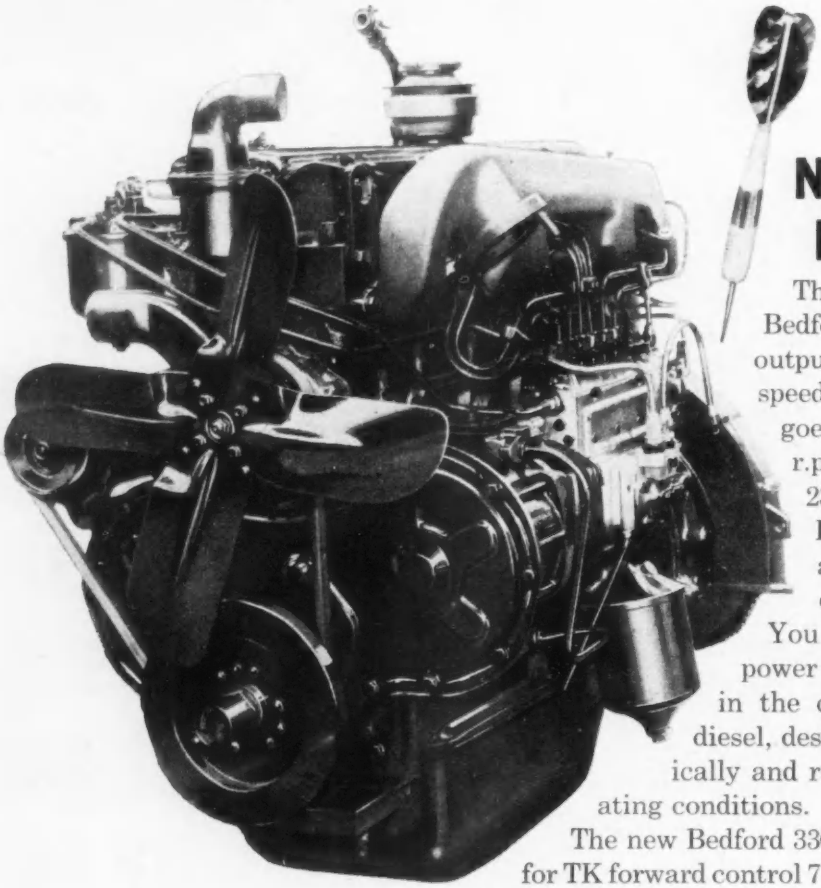
BEDFORD SCORES A DOUBLE TOP!

2 new diesels that put Bedford way out ahead with

EVEN MORE POWER

Read about the new 330 cu. in. and 220 cu. in. Bedford diesels overleaf

B39



New 330 cu. in. Bedford Diesel

This new, bigger capacity Bedford diesel boosts power output over the whole engine-speed range. Brake horsepower goes up to 107 gross at 2,800 r.p.m; maximum torque to 238 lb./ft. at 1,800 r.p.m. Better still, high torque is available right the way down to low engine revs. You can *feel* the extra pulling power from the moment you let in the clutch. It's a true truck diesel, designed to perform economically and reliably under tough operating conditions.

The new Bedford 330 cu. in. diesel is optional for TK forward control 7 and 7½ tonners and 10 and 12 ton artics. Also for the TJ normal control 7 tonners. Extra price of 330 cu. in. option—*just £10 more.*

EVEN MORE FOR

143

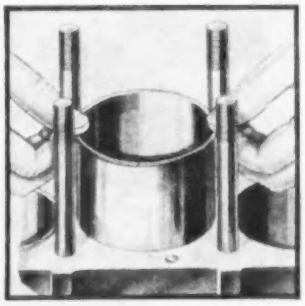
New 220 cu. in. Bedford Diesel

Four-cylinder version of the new Bedford 330 cu. in. diesel. Brake horsepower up to 70 gross at 2,800 r.p.m.; maximum torque to 157 lb./ft. at 1,400 r.p.m.; The new Bedford 220 cu. in. diesel is optional for 3 and 4 ton TK forward and TJ normal control models. Extra cost of option—*just £7.*

The new 330 cu. in. and 220 cu. in. Bedford diesels are fitted with pre-finished, thin-wall, replaceable Cromard cylinder liners. These chrome-faced liners are outstanding for long life and low bore wear. Redesigned cylinder-head studs—shorter and thicker—and an improved gasket profile are other long-life features of the new power units.

POWER BEDFORD

New thin-wall pre-finished Cromard cylinder liners reduce bore wear. Thicker, shorter cylinder-head holding-down studs ensure a perfect compression seal.



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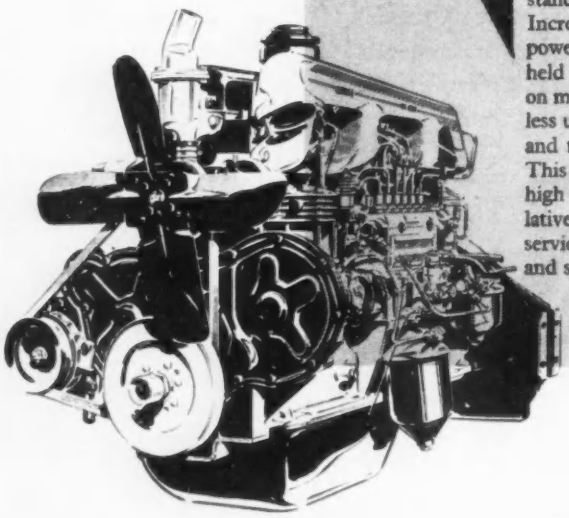
330 cu. in. (5420 c.c.) 106 b.h.p. 6-cylinder Bedford diesel—This new 5½ litre power unit gives extra power and extra stamina, whilst maintaining Bedford's outstanding reputation for long-life durability and exceptional economy. Net brake horsepower and net torque output are higher by 11% when compared with the 300 cu. in. diesel.

This larger capacity engine is a logical development from Bedford's sturdy 300 cu. in. diesel. New Cromard thin-wall, pre-finished, dry cylinder liners, redesigned cylinder head studs of increased diameter, and an improved gasket profile, together with other new features and design improvements, result in an engine giving greater power output and increased torque over the whole engine-speed range, without any sacrifice of Bedford's reputation for outstanding economy.

Increased power means easier handling, better pulling power and improved journey times. Higher gears can be held with the bigger engine, giving even greater economy on many trips. Hill climbing is appreciably improved, with less use of the lower gears, resulting in less mechanical wear and tear and improved passenger comfort.

This new engine ensures optimum operating economy, high power output, really outstanding performance, superlative comfort and a long, trouble-free life with minimum service costs. It is backed by Bedford's own low-cost parts and service, too.



By courtesy of Vauxhall Motors Ltd.

There is also a 220 cu. in. 4-cylinder version of this engine, with a maximum gross b.h.p. of 70 at 2800 r.p.m. with CROMARD thin wall liners.

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(Continued from page 642)

Sir Hubert later posed another interesting problem. When Mr. Hobson was trying to establish who (Securicor, or the respondents, Security Express, Ltd.) had been first in the field carrying cash and valuables, Sir Hubert asked: "In an ordinary case where there is a large amount of work commencing, and five or six people put in applications, is the one who gets his application in and is heard first entitled to 'sweep the board'?"

Mr. Hobson submitted that this could really only apply when the limit had nearly been reached in an Area. Only then had the Authority the right to consider the competitors. He hastened to add that different considerations applied if one haulier was taking another's customers away.

It was at this stage that Sir Hubert made a very interesting observation. "In many respects," he said, "my view is that undercutting is a good thing, but not if somebody charges rates that are uneconomical to him—permanently." The last word of Sir Hubert's remark is all important.

Sir Hubert took Securicor to task over the preparation of their case, and in particular over the figures and documents. During the appeal, two schedules were put in by the appellants—a rare exception to the Tribunal's usual procedure, this—in an attempt to clarify certain points in connection with vehicle journeys, and Sir Hubert more than once hinted that, because of the state of the documentary evidence, he was minded not to hear the appeal at all.

Sort Out the Statistics

THE preparation of cases and the presentation of figures are all important in applications before Licensing Authorities. It is also a subject very near to the hearts of the Tribunal, and only last week Sir Hubert, giving a decision in which the Tribunal refused an appeal by F. A. Fountain, trading as Grosvenor Transport Company, of Islington, criticized the way in which the appellant had presented figures to the Licensing Authority.

During the Public Inquiry, Fountain put in two documents in support of his application to vary the conditions of his B licence. Both were in the form of a certifying letter from his accountant. The first was a summary of gross receipts and the second a list of earnings from his main customers.

Giving the Tribunal's decision, Sir Hubert said that if the appellant made a further application (they refused the appeal because of a lack of supporting evidence), he would be well advised to have his statistical evidence put in a better form.

"We expect," he said, "where a licence-holder is running both contract A vehicles and has an ordinary licensed business as well, to know more about the two branches of the business than we have been told in the two accountant's certificates."

The Law to be Contested

What Are Reasonable Steps?

TEST cases appear to be the order of the day. Within the past few weeks, two such cases were placed before two different London Magistrates. There is a possibility, I understand, that both will go to the Divisional Court but, as the law stands at present, one of them is doomed from the start.

A. May Transport, Ltd., of Wapping High Street, London—they are one of the "sister companies" in the Davis "group"—were recently summonsed, charged with five offences of failing to ensure that their drivers kept current work records.

This company shares a base in London's dockland with its sister companies and, as is well known, one of these—C. Bristow, Ltd.—ran into difficulties a year or so ago, as a result of which a substantial number of their vehicles were taken off the road by the Metropolitan Licensing Authority.

Earlier this year their "slate" was "wiped clean" by the Authority and their licences restored. But ever since this unfortunate incident the "group" have received, I understand, a considerable amount of attention from the enforcement branch of the Metropolitan Traffic Area, which has resulted in the recent prosecution of A. May Transport, Ltd.

The Davis brothers—the family have directors in all the companies—are in the unfortunate position of having poor industrial relations with the Transport and General Workers' Union, and it is their contention that because of renewed efforts to get their drivers to keep correct, current records that the meat haulage section were involved in a strike recently—a strike which lost them several good customers, caused others to "double up" by seeking a "standby" haulage contractor, and involved Davis's in a loss of some thousands of pounds.

May Transport pleaded not guilty to four of the summonses in which they were automatically charged because of the misdemeanour of their driver, and the Thames Magistrate, after a long hearing, convicted them on two of the charges, fining them £20 on each count. "It is the absolute duty of the defendants to take reasonable steps to ensure accurate records were kept," observed the Magistrate when he passed sentence.

I would venture to ask, what are "reasonable steps"? Many hauliers have found themselves in the position of May Transport, but so far there is no clear-cut decision on what are reasonable steps.

In the meantime, the legal advisers to May Transport are considering whether or not to ask the Thames Magistrate to State a Case with a view to appealing to a higher court. I understand that the Road Haulage Association would—to use the words of one of their officials—"look favourably on any request by a member to sponsor any suitable action that would help to change this law."

Whilst the fines in themselves may seem trivial, notices of such convictions are sent to Licensing Authorities, who are entitled to take them into account when considering applications.

I repeat what I said about this matter a few months ago—"This law, which embarrasses even the advocates who are prosecuting, is harsh and should be changed."

Ruling on Roof Racks Deferred

THE second "test case" is of importance to persons who own vehicles fitted with roof racks upon which they carry other people's goods for hire or reward.

Flower Freight Co., Ltd., who transport flowers between London markets and certain airports, were carrying out the work with an Austin Omnicoach, to which was fitted an ordinary production roof rack.

The company had been in correspondence with the Licensing Authority about the carriage of flowers, and had been informed that a B licence was required. They felt, however, that the vehicles they operated were not adapted as goods vehicles and requested, by arrangement, a prosecution so that the matter could be tested in a court of law.

The Enforcement Section kindly obliged and the company was subsequently charged with using a vehicle for the carriage of goods for hire or reward without the authority of a carrier's licence, contrary to Section 164 (1)(a) of the 1960 Act.

The case was commenced before the Chief Metropolitan Magistrate, Sir Robert Blundell, but before the legal battle proper was joined, it was discovered that a vital witness was not present and the Magistrate had no alternative but to adjourn the case sine die.

The defence, I understand, was to rely on a recent ruling by the Lord Chief Justice in the case of *Taylor v. Mead*, that the test to be applied was whether the structure of the vehicle had been altered or remained the same. The prosecution, I understand, will argue that that ruling was in connection with a decision under the Vehicle Excise Act, and the construction did not necessarily apply to the 1960 Road Traffic Act.

The next available date that this case can be heard is early in January. The arguments, and the finding, will be very interesting.

COMMENTARY
by JANUS

CASH or CREDIT

COMMENTING on the recommendation by the Road Haulage Association of a 7½ per cent. increase in rates, one of the national organizations representing the people who will have to meet the extra cost said that it would be bound to affect the prices of all kinds of goods. The reaction is natural. Nobody likes having to pay more and getting nothing better for it, and the contention must be true if it means that some addition, however small, is being made to the total burden of cost that the trader and manufacturer have to bear.

The exact importance of the addition is seldom set out, nor is any serious attempt made to calculate it. The shopper is not aware that he is buying transport as part of every purchase he makes. The reason may be that for many commodities the transport element is negligible. It may cost £1 or £2 a ton to convey a consignment of vegetables from farm to greengrocer. Only a mathematician would be interested in working out what tiny fraction of a penny this represented for each separate vegetable, let alone the further calculation of 7½ per cent. of the fraction.

IT is the cheapness of transport that makes it feasible to bring goods half way round the world and still to compete with the home product. For the same reason, products manufactured in one place can be sold next door, or at the other end of the country, or even in another country, all at the same price. The slight difference that transport makes to the cost is ignored without risk.

There are some commodities to which this does not apply. The cost of materials taken from the earth and used in their raw state may be said in a sense to consist almost entirely of the transport element. It is also the case that some articles that are the end product of a long series of processes may require an equally long series of transport operations, each one adding its mite to the total cost. Even in these extreme cases the principle of cheap transport may not be affected. Materials that do not require a process tend to be collected as near as possible to where they are to be used. The article that requires the shuttling backwards and forwards of many vehicles before it reaches the hands of the purchaser is likely to be expensive in any case. The transport element in the final price is still small.

ON a strictly cash basis, therefore, transport might seem unimportant. This is obviously an absurd construction to put upon the facts. Transport has played perhaps a more profound part than anything else in shaping the modern world and one reason has been the fact that it costs so little. Its value, to be assessed properly, must be reckoned in other than financial terms. The customer, whatever he may say to the contrary, does not set much store by the cost of transport. He has other and better reasons for thinking it important.

Much of what transport can do for him he tends to take for granted. His goods and produce may have to conform with exacting specifications, not merely when they leave his premises but also when they arrive at their destination. There must be no deterioration on the way, and this may mean careful choice of vehicle. Reliability may also be a vital consideration, especially when there is a contract or a ship to catch. Among other hazards are the breakdown of a vehicle or the complete loss of a consignment through carelessness or misadventure.

If the goods do not arrive at the right time and in the right condition, the consignor usually finds that he has incurred a financial loss, apart from the possible loss of further business. It would not be inappropriate to show the amount in his records as a transport cost. Such a procedure would bring home to the producer in cash terms exactly what transport means to him.

Most traders and manufacturers are well aware of what is involved, even if they have offered no attempt at an exact appraisal. The survey of members made by the Traders Road Transport Association some time ago revealed that cost was only one, and by no means the most important, of many reasons for choosing to operate under C licences. One inference that has been drawn from the survey is that the manufacturer regards his vehicles in exactly the same way as any other tools. He likes to have them under his own control and ownership. In other words, the convenience that might be sacrificed by relying on hired transport is of more value than the presumably considerably higher cost of running a fleet of vehicles exclusively for one's own products.

The haulier might wish that the trader, who sees the real value of transport so clearly where his own vehicles are concerned, would turn the same unjaundiced eye on the transport he buys. There may be something in the haulier's case, allowing for the distaste that the trader shares with the rest of the human race at being asked to pay more for something.

IF a material is unsatisfactory, or a tool performs indifferently, or a worker is inefficient, the manufacturer soon realizes what is wrong and takes the appropriate action, whether or not it means having to spend more money. The activities of his transport department are not under his eye to the same extent. He has no complaints so long as the haulier who serves him complies with instructions.

The haulier himself may be struggling with many difficulties. Over some of them he has no control, especially where his vehicles are held up by increasing congestion. Other problems may be more his own affair. He may not be able to afford to renew his vehicles and other equipment as often as he would like. He may find the competition severe and feel compelled to retain unattractive traffic at unattractive rates than stand his vehicles up and lay his drivers off.

His customer may not wish to know about these things. He hands over the work, somehow or other the haulier fulfils his part of the bargain, and there the matter rests. He looks at the request for an increase in rates in the same way as he looks at higher prices in the shops. He does not regard the haulier's activities as part of his own business, that he would naturally try to maintain at a high standard, even if he had to pay more.

If he is at all reasonable, the trader is bound to agree to the increased rate when he hears the reasons for it. The haulier might aim to go beyond this point. He might seek to make his customers proud of the people who carry their goods, more consciously convinced of the true value of transport and less concerned with what it means in pounds, shillings and pence.

What makes a small business BIG?

FORESIGHT The small operator who's going places sees *two* moves ahead of the next man. Gets about, understands what's what. Knows that in business you can't stand still.

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On the right is just one of the extensive Dodge range of Forward Control models. With nominal payload ratings of 5-10 tons, they incorporate a large number of options: wide choice of wheelbase lengths, engines, axles and gearboxes. The 10 and 12 ton Tractors are designed for hooking up to any one of a variety of semi-trailers up to 27' 6" long. There are six-wheel models, too.
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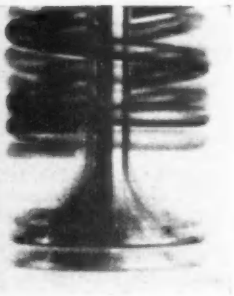
OUT OF SIGHT... OUT OF MIND



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New Equipment and Publications

Interesting Vehicle Lift Developed

DEMONSTRATIONS were given in London recently of a vehicle lift developed by Spencer Motor Services (Todmorden), Ltd., Stansfield Road, Todmorden, Lancs, and known as the Spencer All Angle car lift. Most interesting feature of the lift is that while the platform can be raised horizontally it is also possible to raise one side to bring the platform to an angle of up to 45° to the horizontal.

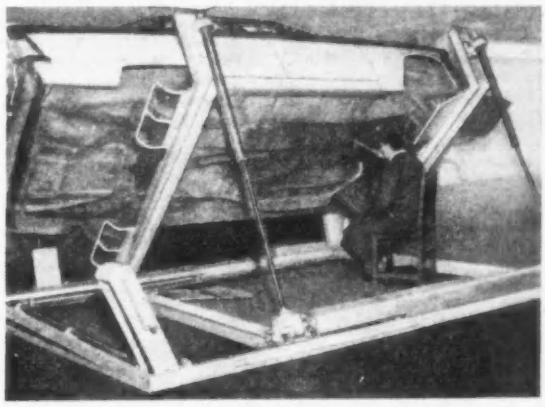
The lifting action is by vertical square-threaded screws. These are located at the four corners of the base framework and are rotated through gearing from shafts running the length of the longitudinal members. Each shaft is driven independently by a 1½ h.p. electric motor.

Each of the lifting platforms is in two parts pivoted together close to their ends at one side. On both platforms one of the parts is rigidly attached to the longitudinal base member and the other end is connected to the lifting screw on the opposite side through a nut. The free end of the pivoted member (which is the support for the wheels or chassis of the vehicle being lifted) is connected in a similar way to the lifting screws on the other side.

As the pairs of screws on each side can be powered separately it will be seen that the platform can be tilted in either direction depending on which one is operated and if both pairs are operated together the platform will be lifted horizontally. When the platform is tilted provision is made for the wheels of the vehicle to be kept down by wire ropes attached to the wheel studs.

Maximum height of lift is 4 ft. 6 in. horizontally at which point the platform can be raised a further 2 ft. on one side. Lifting capacity is 3 tons and overall dimensions are 14 ft. long by 10 ft. 2 in. wide. The platform pads can be adjusted to take track widths from 3 ft. to 6 ft., and the rear platform can be adjusted to cover wheelbases of from 6 ft. 9 in. to 11 ft.

Including all necessary equipment such as jacks the Spencer All Angle lift costs £400 ex works. The unit is freestanding which means that there are not the usual lift installation costs. All that is needed is a flat area of floor.



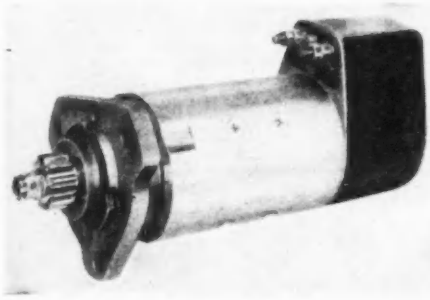
These views of the Spencer All Angle lift in use show a car being lifted horizontally and one being worked on with the platforms at the maximum angle.

New Starter

A NEW starter for diesel engines has been added to the range made by C.A.V., Ltd. This is the C.A.V. Type SL5, a 5-in. diameter axial-type starter motor and is said to be capable of doing the same work as most existing 6-in. starters.

Main advantage of the SL5 starter is its reduced weight. 17lb. is saved compared with the C.A.V. U6 6-in. diameter unit. The SL5 is also cheaper than the 6-in. model.

A publication—No. 1573—describing the new starter is available.



The new C.A.V. Type SL5 starter.

Semi-trailer Leaflets

LEAFLETS have been published by Scammell Lorries, Ltd., Watford, Herts, dealing with their tandem-axle and Fourtrak (twin oscillating axle) semi-trailers.

Removing Dents

A TOOL which is designed to facilitate sheet metal bodywork repairs is available from D. J. (Tipon), Ltd., 9 Curzon Street, London, W.1.

The tool is known as the Dentmaster, and consists of a heavy sliding weight on a steel rod which has a stop on one end and a screw on the other. To repair a damaged panel, a hole is punched into the dent and the screwed end of the Dentmaster inserted. The weight is then hammered against the stop until the dent is removed. When the dent is sufficiently tooled, the Dentmaster is unscrewed from the hole and the body panel contoured with a plastic filler.

The tool is said to operate efficiently on almost all damaged bodywork. It has not, however, been tested by *The Commercial Motor* and there appear to be limitations to its use, as the centre of the dent only might be lifted and the screw might be pulled out of the hole before the repair was completed. On slight dents it could be useful.

The Dentmaster is intended for use on repairs to damaged bodywork.

B47

Expansion Trends in Haulage

Large Tipper Bid in N.W.

THE North Western As and Ds contains the largest application for some time. Conlon Brothers (Preston), Ltd., seek a new B licence under which they wish to operate 100 tippers of an unladen weight of 400 tons. Eighty-five of these tippers they propose to hire, and they say they will "acquire" the rest. The user, "Excavation, road making and building materials for Sir Alfred McAlpine, Ltd., as required," suggests a specific project.

Contract and C-licence transfers are as follows:—

Contract A to A lic.: **East Midland:** Gibson and Elmer, Ltd., Cuddington; Eatons Transport, Long Crendon. **South Wales:** Llandaff Carrier Co., Ltd., Rhoose (Glam). **Metropolitan:** W. and S. Transport Services, N.1.

Contract A to B lic.: **Northern:** F. C. V. Belgian, Gateshead. **North Western:** Beacon Transport (Everton), Ltd., Liverpool. **East Midland:** A. E. Horne Transport, Ltd., Woodville. **West Midland:** Frederick Allen, Ltd., Bedworth; A. and L. Hickman, Ltd., Lower Gornal; R. Nixon, Milton. **South Wales:** S. W. Griffiths and Son, Abergavenny; Bryn Demery, Ltd., Swansea. **Western:** Rossiter and James, Ltd., Parkend; K. M. Sparkes, Pensford. **Metropolitan:** F. A. W. Coole, Hayes; T. J. Oakford, Mitcham.

C lic. to B lic.: **North Western:** Darbyshires Prize Bread Co., Ltd., Blackpool; Gouldings Coaches, Chorley. **East Midland:** Brackley Sawmills, Ltd., Brackley; E. J. Brooks, Nottingham; B. T. Bamford, Nottingham. **South Wales:** Five Transport Co., Ltd., Swansea Valley. **Western:** B. A. Whitfield, Exeter.

NORTHERN

Applications

N 28/11/1.—**W. Dockeray,** Carlisle. A var., add 1 veh. (5½t) (cattle float). 60 per cent. Livestock for local farmers. Carlisle, Cockermouth, Wigton, Penrith, Annan, Dumfries, Lanark, Castle Douglas and for dealers to Crewe, Chester, Congleton, Stoke, Hull and odd loads to Devon or Wilts. 40 per cent. for slag and lime and cattle foods for local farmers.

N 28/11/2.—**Crows Transport, Ltd.,** Gateshead. A var., add 2 veh. (12½t), delete 2 veh. (6t 7c). Machinery, cartons, paper, drugs, clothing, ferrous and non-ferrous metals, building mats. and other goods as required. Six Northern Counties, Midland, London and Southern Counties, Liverpool, Manchester, Hull, Bristol, Cardiff, Plymouth, Portsmouth, Southampton, Glasgow, Edinburgh, Perth, Dundee and Aberdeen.

N 28/11/3.—**T. A. Bulmer and Co., Ltd.,** Middlesbrough. A var., add 1 art. (8t 9c), 2 veh. (8½t) and 1 trl. (3½t).

N 28/11/4.—**H. L. Walker, Ltd.,** Thornaby-on-Tees. A var., add 2 art. (18t).

N 28/11/5.—**W. Pepper and Co., Ltd.,** Middlesbrough. new B lic., 7 veh. (61t 11c) (Hyd. tippers). Carriage of ash from C.E.G.B. Power Stations in North East Division to areas in Northumberland, Durham and Yorkshire.

N 28/11/6.—**F. C. V. Belgian,** Gateshead. B var., add 6 T. (26½t). (If granted, Contract A lic. will be surrendered.)

N 28/11/7.—**W. Smith,** Haltwhistle. B var., add 1 T. (4t 6c).

N 28/11/8.—**H. and J. W. Johnson,** Middlesbrough. B var., add 1 T. (3½t).

N 28/11/9.—**W. A. Glendinning, Ltd.,** Shotley Bridge. B var., add 1 art. (7t) (car transporter).

NORTH WESTERN

Applications

NW 1/12/1.—**M. A. Keenan and Sons, Ltd.,** Liverpool. A var., add 1 veh. (6t). Poultry foods in bulk; Lancashire, Yorkshire, Cheshire, Midlands, North Wales, Northumberland, Cumberland and North East coast.

NW 1/12/2.—**Wilkinsons Transport (Bacup), Ltd.,** Rochdale. A var., add 1 art. (6½t) (van).

NW 1/12/3.—**Darbyshires Prize Bread Co., Ltd.,** Blackpool. new B lic., 1 veh. (1¾t). Confectionery (cakes) within 15 miles. (Veh. specified in C lic.)

NW 1/12/4.—**Gouldings Coaches,** Chorley. new B lic., 1 veh. (3½t). Building mats. and road making mats. within 12 miles. (Veh. at present specified in C lic.)

NW 1/12/5.—**D. Thompson,** Hyde. new B lic., 1 veh. (1¼t). Household goods and clothing, and pigs within 30 miles.

NW 1/12/6.—**Conlon Bros. (Preston), Ltd.,** new B lic., 100 T. (400t). (Includes 85 veh. to be hired). Excavation, road making and building mats. for Sir Alfred McAlpine, Ltd., as required.

NW 1/12/7.—**E. J. Massey,** Warrington. new B lic., 1 veh. (4t). Building plant and mats. for Lancs. Steel Manufacturing Co., Ltd., from their works at Irlam and Rixton to the Cheshire Motorway and other road improvement schemes being carried out by Lancs. Steel Manufacturing Co., Ltd., in Lancashire and Cheshire.

NW 1/12/8.—**Beacon Transport (Everton), Ltd.,** Liverpool. B var., add 8 arts. (37¾t). Timber and plywood within 100 miles. (Vehs. at present specified in Contract A lics.)

NW 1/12/9.—**Wilkinsons Transport (Bacup), Ltd.,** Rochdale. B var., add 1 art. (9t).

NW 1/12/10.—**J. Roscoe and Sons, Ltd.,** Salford. B var., add 1 T. (3t).

NW 1/12/11.—**Barkers Transport (Alsager), Ltd.,** Stoke-on-Trent. B var., add 1 art. (17t) (low-ldr.). Civil engineering plant and machinery within 60 miles for customers of associated company, Barkers Plant Hire (Alsager), Ltd.

NW 1/12/12.—**G. H. Jenkins,** Woodford. B var., add 1 T. (5½t). Building and road making mats. and plumbers' mats. within 50 miles.

EAST MIDLAND

Applications

EM 29/11/1.—**J. Stirland (Nottm.), Ltd.,** Beeston. A var., add 2 arts. (11t 7c).

EM 29/11/2.—**Gibson and Elmer, Ltd.,** Cuddington. A var., add 6 veh. (32t). Concrete products, G.B. (If granted, Contract A lic. will be surrendered.)

EM 29/11/3.—**Eatons Transport,** Long Crendon. A var., add 4 veh. (14t) and 2 art. (11t 17c). Concrete products, G.B. (If granted, Contract A lic. will be surrendered.)

EM 29/11/4.—**Securicor (Southern), Ltd.,** Aylesbury. new B lic., 3 veh. (4t 16c). Cash and valuables within 12 miles and all parts of Buckinghamshire excluding those parts within the Metropolitan Area.

EM 29/11/5.—**J. G. Thacker,** Barnwell. new B lic., 1 veh. (3½t). Agric. produce and requisites within 100 miles.

EM 29/11/6.—**Brackley Sawmills, Ltd.,** Brackley. new B lic., 2 arts. (10t) (pole trailers) at present specified in C lic. Indivisable loads requiring pole wagons within 100 miles.

EM 29/11/7.—**Securicor (Midlands), Ltd.,** Cleethorpes. new B lic., 1 veh. (1t 12c) (armoured van). Cash and valuables within 25 miles of Grimsby (excluding those parts north of the River Humber).

EM 29/11/8.—**R. S. Rowe, Ltd.,** Grimsby. new B lic., 1 veh. (4t 8c) and one container (2t) (insulated). Frozen poultry, north of the River Humber.

EM 29/11/9.—**Spencer Bros.,** Lea Bridge. new B lic., 1 veh. (3½t) specified in C lic. Goods within 150 miles.

EM 29/11/10.—**Tanner Street Garage,** Northampton. new B lic., 1 veh. (3½t). Agric lime, slag, fertilizers for merchants within 45 miles.

EM 29/11/11.—**B. T. Bamford,** Nottingham. new B lic., 1 veh. (2t 7c) at present specified in C lic. Building mats. and furniture within 40 miles.

EM 29/11/12.—**E. J. Brooks,** Nottingham. new B lic., 1 veh. (2t 12c) at present specified in C lic. G.g., within 27 miles.

EM 29/11/13.—**A. E. Horne Transport, Ltd.,** Woodville. B var., add 1 veh. (4t 6c) and 1 art. (7½t). Sanitary ware for Robinson and Dowers, Ltd., Overseal and prepacked coal for Woodville Coal Packers as required. (If granted, Contract A lic. will be surrendered.)

WEST MIDLAND

Applications

WM 30/11/1.—**Atlas Express Co. (Birmingham), Ltd.,** A var., add 1 veh. (3½t) (Box Van). Collection and delivery of export traffic in conjunction with Eurofreight, Ltd., within 30 miles, and trunking same to Southend Airport.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

WM 30/11/2.—**H. L. Robinson's Transport, Ltd.,** Hereford. A var., add 1 T. (4½t). Coal from Midlands to Hereford; scrap, building mats., machinery, metals and general goods outwards. Mainly within 150 miles and add 1 veh. (6½t) and 1 trl. (3½t). Woodwool slabs for Messrs. Woodcemair, Ltd., g.g. on return loads. Mainly within 250 miles.

WM 30/11/3.—**J.P.S. Breweries, Ltd.,** Brierley Hill. new B lic., 5 veh. (10½t). Goods for the associated companies, J. P. Simpkiss and Son, Ltd., Johnson and Phipps, Ltd., and Jos. E. D. Simpkiss only, within 30 miles.

WM 30/11/4.—**T. R. F. Dyer,** Tewkesbury. new B lic., 1 T. (3½t). Quarry goods within 50 miles.

WM 30/11/5.—**E. M. Turton (Coseley), Ltd.,** Wolverhampton. new B lic., 2 veh. (6½t). Steel tubes and steel products from Ductile Companies, within 250 miles radius.

WM 30/11/6.—**Frederick Allen, Ltd.,** Bedworth. B var., delete 2 T. (6¼t). Add 1 T. (6¼t). Also vary existing conditions to read: G.g. within 20 miles radius of base; goods for Judkins, Ltd., Nuneaton, within 100 miles radius; goods for Sterling Metals, Ltd., Nuneaton, as required. (If granted, 1 art. (4½t) will be deleted from Contract A lic.)

WM 30/11/7.—**Southall Transport and Supply Co., Ltd.,** Dawley. B var., add 1 T. (3½t). Road-making and building mats., public works' contractors' plant for C. J. Pearce, within 100 miles.

WM 30/11/8.—**A. and L. Hickman, Ltd.,** Lower Gornal. B var., add 2 T. (8¾t). Solid fuel and colliery timbers to be carried on instructions of D. M. Stevenson and Co., Ltd., within 150 miles. (If granted, Contract A lic. will be surrendered.)

WM 30/11/9.—**H. C. Miles,** Malvern Link. B var., add 2 veh. (9½t). Bulk grain and feeding stuffs in specially constructed veh. with blower discharge equipment, within 150 miles.

WM 30/11/10.—**R. C. Nixon,** Milton. B var., delete 1 T. (3½t). Add 1 T. (6¼t). Vary existing conditions to read: Solid fuel for Stephenson Clarke, Ltd., within 50 miles, and West Midlands Gas Board, within 10 miles. (If granted, Contract A lic. will be surrendered.)

SOUTH WALES

Applications

SW 29/11/1.—**Llandaff Carrier Co., Ltd.,** Rhoose. new A lic., 8 T. (39½t). All goods for D.M.D., Ltd., and associated companies within 200 miles of Cardiff. (4 vehs. specified in Contract A lic. will be surrendered.)

SW 29/11/2.—**M. I. Morgan,** Llanelly. new B lic., 1 veh. (1½t). Caravan towing within 30 miles.

SW 29/11/3.—**Five Transport Co., Ltd.,** Swansea Valley. new B lic., 4 T. (17t). Shale and coal within 50 miles. (Vehs. at present specified in C lic.)

SW 29/11/4.—**H. D. B. Higgins and Son,** Taffs Well. new B lic., 1 veh. (2½t). Timber and timber products within 30 miles and grates for G.U.S., Ltd., within the South Wales and Western Area.

SW 29/11/5.—**S. W. Griffiths and Son,** Abergavenny. B var., add 1 veh. (4t). Agric. goods, mainly feeding stuffs and fertilizers within 100 miles. (If granted, veh. will be deleted from Contract A lic.)

SW 29/11/6.—**Bryn Demery, Ltd.,** Swansea. B var., add 4 veh. (12½t), 5 T. (18½t) and 3 art. (15½t). Goods for National Star Group Sales, Ltd., and associated companies, as required. (Vehs. with the exception of 1 T. are specified in Contract A lic.)

SW 29/11/7.—**O. D. Jenkins,** Swansea. B var., add 1 veh. (6t). Steel, tinplate, concrete products and building mats.—South Wales Area.

WESTERN

Applications

W 28/11/1.—**B. A. Whitfield,** Exeter. new B lic., 1 T. (2t 3c). Coal deliveries on behalf of British Railways Staff Coal Assoc. within 25 miles. (Veh. at present specified in C lic.)

W 28/11/2.—**Securicor (Southern), Ltd.,** Swindon. new B lic., 2 veh. (3t 4c) (Armoured Vans). Cash and valuables within 20 miles.

W 28/11/3.—**W. G. Taylor and Sons (Plant), Ltd.,** Weymouth. new B lic., 1 art. (2t 18c), 2 trls. (5t 13c) (1 low-ldr., 1 platform). Contractors plant within 50 miles.

W 28/11/4.—**Rossiter and James, Ltd.,** Parkend. A var., add 10 T. (55t 1c). Goods for Coal Agencies (Bristol), Ltd., Bateman and Co., Ltd., T. E. Jones and Co. (London), Ltd., McDonald Muter and Co., Ltd., Renwick, Wilton and Dobson, Ltd., E. Jarrett and Co., Ltd., and Day and Co., Ltd.; any distance. (Vehs. at present specified in Contract A lic.)

(Continued at foot of page 647)

PSV

12 SEATER

BEDFORD UTILABUS

A profitable addition to any fleet, the Bedford Utilabus with seats for 11 and the driver solves the small party problem. It's a comfort-plus bus with a high translucent roof, handrails, draught-free ventilation and easy-entry through the wide doors. Conforming to P.S.V. 'Conditions of fitness' the Bedford Utilabus is a profit-plus bus for the operator, on school transport services country routes—anywhere a small economical bus is needed.

PRICES:
with forward facing seats £773
with longitudinal seats £753

No P.T.

ALSO AVAILABLE:
COMMER ¾ ton UTILABUS P.S.V. from £817.7.6

FORD—THAMES 15 cwt. UTILABUS P.S.V. from £709.10.0

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PIONEERS OF THE ALL-PURPOSE VEHICLE

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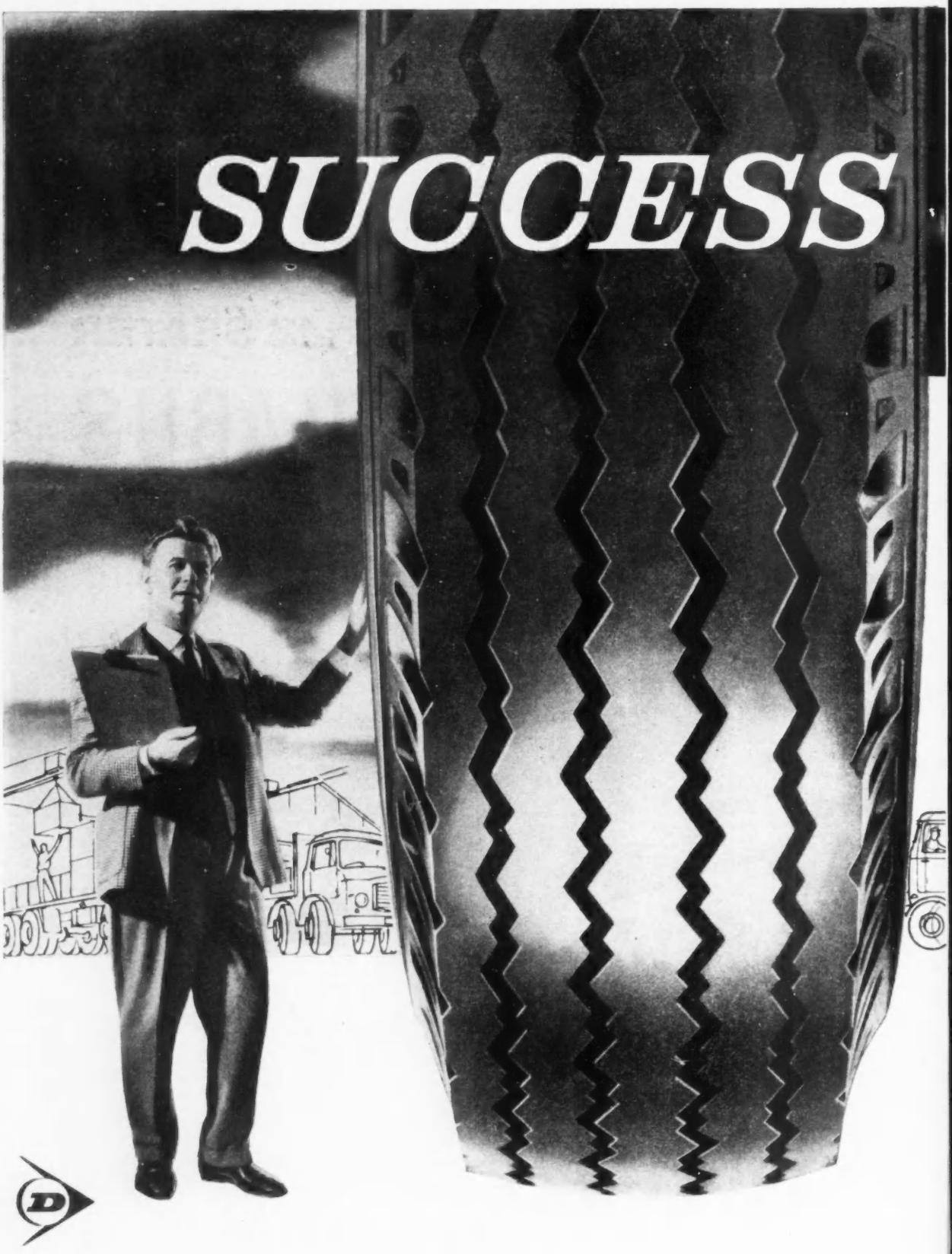
ONE OF THE FAMOUS DORMOBILE RANGE

B49



850

proves Dunlop best -for you

✻ **SUCCESS:** More new British commercial vehicles are built with Dunlop tyres than any other make.

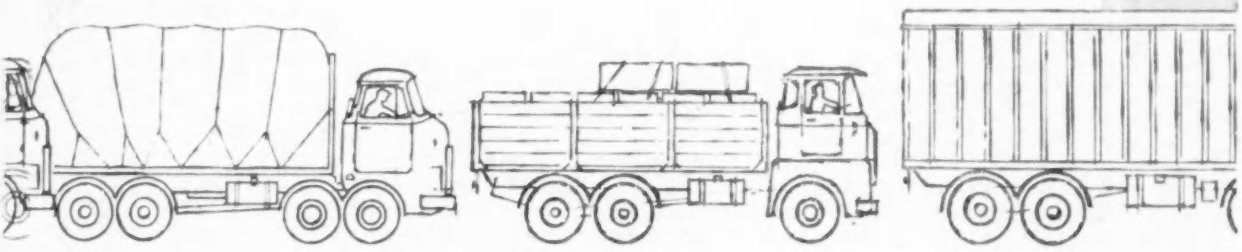
✻ **SUCCESS** with world manufacturers: 65 of the world's leading commercial vehicle manufacturers fit Dunlop tyres as standard.

✻ **SUCCESS** in developing the most comprehensive tyre-testing and tyre-proving facilities in Europe.

✻ **SUCCESS** in Test Fleet operation: in 1960 the Dunlop fleet covered nearly 2 million miles over all kinds of roads at home and abroad.

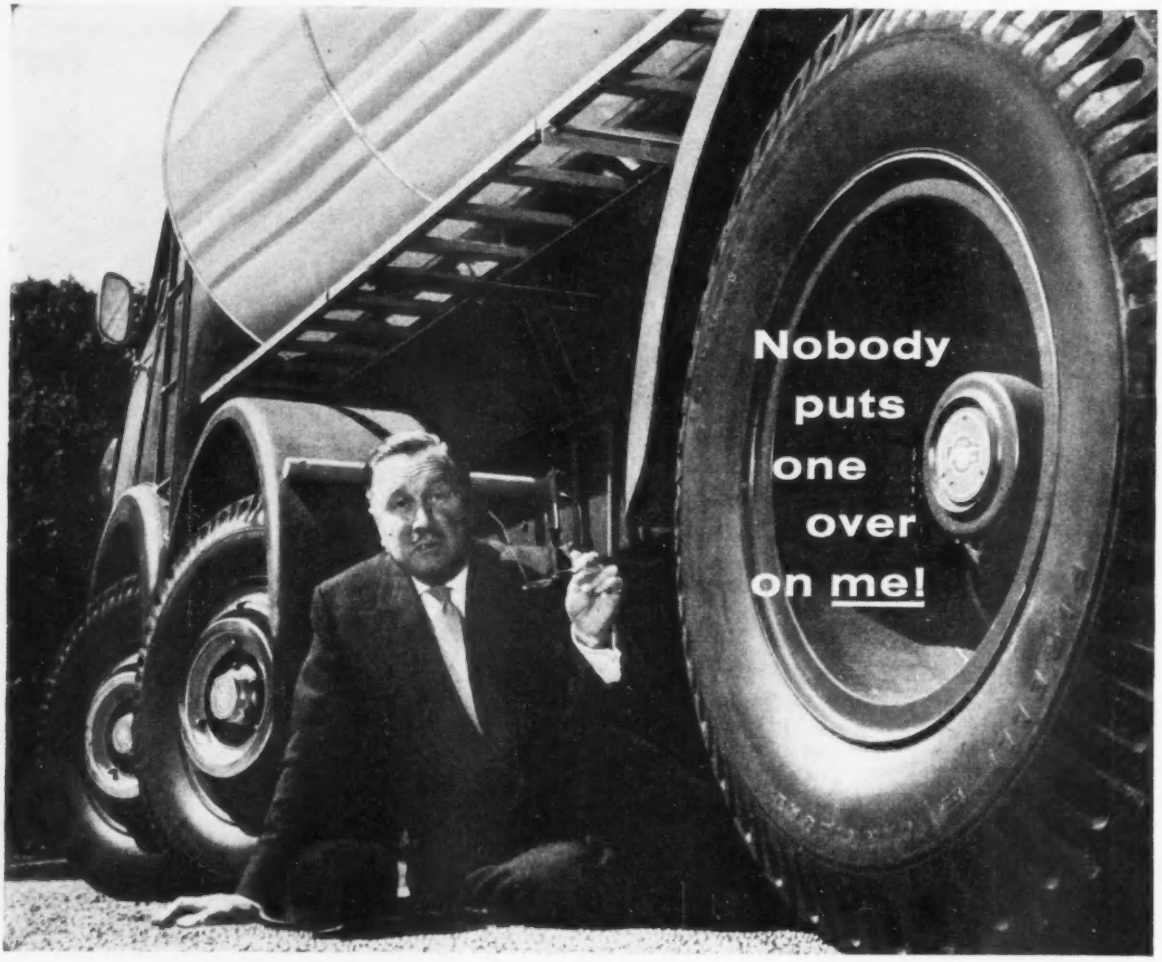
DUNLOP 'HIGHWAY'

This is the tyre for miles more miles on city streets and main roads. The wide, flat slow-wearing tread with its skid-resisting pattern gives the consistently high performance for which the 'Highway' is so well-known. Other outstanding features are the ventilated shoulder cavities for cooler running, a tougher casing for greater resistance to kerb, road and impact damage and a specially-designed clinch and bead construction to prevent rim-chafing. For maximum mileage with minimum tyre costs Dunlop 'Highway' is the choice of transport managers everywhere.



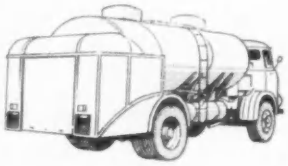
DUNLOP

FOR TOP MILEAGE — TOP SAFETY!



When you've put as much into tankers as Mr Thomas has, you learn where to look for the points that spell profit. Take maintenance, for example. Maintenance has always been a big item with this type of vehicle, and today, when you may be carrying anything from chocolate to new chemicals, it can make all the difference to your final balance sheet. It affects not only safety and hygiene, but tanker life—*and it's supremely important in terms of cost.* You can't skimp on maintenance, but you can make sure that you choose a tanker designed with maintenance in mind . . . with properly faired inlets, outlets, fittings, adequate insulation, and expert welding. All these technical features can facilitate cleaning and substantially reduce maintenance costs. It's on the road that these things are proved . . . but it's on the drawing board that they're born. That's why we at Andrews Tankers prefer super-critical customers like Mr Thomas. They're the only ones who can appreciate just how good our tankers really are!

Why Andrews tankers cost less to run . . . We specialise in stainless steel (it's far stronger and cleaner and outlasts mild steel by about four to one) but can construct in any material. Design is all-important and we pay far more attention to this than any other manufacturer. Of course construction and finishing must be to an equally high standard, and ours is. That's why an Andrews Tanker costs less to maintain and run than any other kind. We'd be delighted to prove it to you!



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B52

Letters to the Editor

Higher Lights for Safety?

THE darkness of winter nights is upon us. Driving a great deal, as I do, both in Britain and in West Germany, I have been impressed by one very important road-safety element in which Germany takes the lead. This concerns trucks and heavy lorries at night.

Latest figures provided by the Royal Society for the Prevention of Accidents show that in one year, 1958, 145 drivers of cars were killed as a result of accidents which also involved goods vehicles, while 1,353 were seriously injured and 4,526 slightly injured, a grisly total of 6,024. In that same year, 23 transport drivers were killed as a result of similar accidents also involving private cars; 409 were seriously injured and 2,028 were slightly injured—a smaller total of 2,460. This indicates what one would expect—that the odds are on the side of the big battalions when it comes to collisions between lorries and cars. What is more, I am told by RoSPA that 1960 figures may well prove 10 per cent worse than those for 1958.

With the dazzling glare of headlights, it can be difficult to appreciate until too late that the vehicle bearing down is a wide heavy lorry, possibly towing a trailer. The glimmer of sidelights, too, is often misleading. In Germany, heavy vehicles invariably give warning of their approach by having the smaller sidelights mounted on the top of the main body of the vehicle, high in the air. Thus, the motorist realizes from afar what is coming and gives room. I am positive that the adoption in Britain of this European method of warning could only have beneficial results.

Brentford, Middlesex. W. J. ARGENT,
Managing Director,
Mercedes-Benz (Great Britain), Ltd.

R.H.A. Rates Increased "Over 4½ Years"

YOUR statement (*The Commercial Motor*, December 1) that hauliers have sought increases of 17½ per cent. in a year could be misleading. It would be more appropriate to say that these increases cover a total of 4½ years.

The 10 per cent. that was recommended by the Rates Committee to take effect at the beginning of November, 1960, was the first such recommendation since May, 1957. Since that date four increases in road haulage wages have been agreed in addition to many other rises in costs, some of them imposed by the Government.

London, W.C.1. F. R. LYON,
Public Relations Officer,
Road Haulage Association.

Expansion Trends in Haulage

(*Continued from page 646*)

W 28/11/5.—**K. M. Sparkes**, Pensford. A var., add 1 veh. (3t 18c) (Spreader). Goods for G.T. Langman, Bristol and Messrs. Sheldons of Wells, as required. (Veh. at present specified in Contract A lic.)

METROPOLITAN

Applications

M 30/11/1.—**Essex Carriers, Ltd.**, S.E.16, new A lic., 2 veh. (7t) (Vans). G.g., London and Home Counties. (If granted, two vehs. will be deleted in Eastern Area.)

M 30/11/2.—**B. C. and P. A. Nash**, S.E.10, new A lic., 2 veh. (8½t). G.g., mainly once weekly London to Scotland, occasionally London to Midlands and North England.

M 30/11/3.—**Mrs. E. B. M. Nash**, S.E.10, new A lic., 2 veh. (8½t). G.g., mainly once weekly London to Scotland, occasionally London to Midlands and North England.

M 30/11/4.—**W. and S. Transport Services**, N.1, new A lic., 5 veh. (16t 17c). Metal sections, mouldings (Steel and Aluminium), awnings. London and Midlands; occasionally Glasgow and Manchester, empty steel pallets and crates on return. (If granted Contract A lic. will be surrendered.)

M 30/11/5.—**Wheelers Transport**, S.E.16, A var., add 1 veh. (3½t). G.g., within 100 miles and occasional longer journeys.

M 30/11/6.—**F. A. W. Coole**, Hayes, new B lic., 1 veh. (2½t). Coal, coke and solid fuel in sacks on behalf of T. J. Barltrop, coal merchant, within 10 miles of Hayes Station. (If granted Contract A lic. will be surrendered.)

M 30/11/7.—**Ellis Phillips and Co., Ltd.**, High Wycombe, new B lic., 2 veh. (3½t). Goods for Messrs. Phillips (Packaging), Ltd. (associate company), anywhere in G.B.

M 30/11/8.—**T. J. Oakford**, Mitcham, new B lic., 1 T. (3½t). Building mats. and rubbish, within 20 miles of Mitcham Town Hall. (If granted Contract A lic. will be surrendered.)

M 30/11/9.—**F. A. Redshaw**, Hoddesdon, B var., add 1 T. (3t 18c).

M 30/11/10.—**W. J. Sims, Ltd.**, S.E.1, B var., add 1 veh. (3t 1c). In substitution for any veh. undergoing repair or maintenance.

Production Up But Exports Settle

PRODUCTION of commercial vehicles during the month of September was 44,983 units compared with 46,633 units for September last year. Although the September figures were down, total production for the period January-September was 13,745 units higher than the same period last year. Weekly average production figures for September, 8,997, show an improvement over August (5,357 units a week) and are not far below the weekly average for the first nine months of this year, which is 9,045.

Commercial vehicle exports during the month—11,249—brought the aggregate for nine months of 1961 to 135,388—which is 20,423 higher than for the same period last year.

PRODUCTION—SEPTEMBER, 1961

Type	September	Jan.—Sept.
Goods vehicles tractors and special types		
Under 15 cwt.	25,380	184,293
15 cwt.—3 tons	6,635	59,984
3—6 tons	5,260	43,430
Over 6 tons	5,890	51,974
Total	43,165	339,681
Passenger vehicles		
Motorbuses, single-deck	1,575	11,204
double-deck	243	1,864
Trolleybuses	—	16
Total	1,818	13,084
Grand Total	44,983	352,765
Weekly average	8,997	9,045

NEW COMMERCIAL VEHICLE EXPORTS—SEPTEMBER, 1961

Type	September		January—September	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis assembled and unassembled	10,365	7,101,801	124,358	74,070,485
Motorbuses and trolleybuses, complete and chassis	458	582,374	5,135	7,029,796
Road haulage tractors	44	85,009	679	1,160,886
Other descriptions, complete and chassis	91	233,515	1,071	2,825,912
Dumpers and dump trucks	—	825,812	—	4,612,723
Industrial trucks	—	253,889	—	2,725,048
Trailers	291	144,113	4,145	1,522,296
Totals	11,249	£9,226,513	135,388	£93,947,146

Planning for Profit

Considered Opinion

Efficient Maintenance is a Major Factor in Operation of Commercial Vehicles, Although Factual Information is not the Sole Criterion

INDEFINITENESS is anathema to cost accountants who rightly endeavour to quantify all forms of expenditure. Whilst this is a desirable objective, there are limits on the extent to which it can be achieved. Particularly does this apply in the service industries, such as transport, when the evaluation of a service is partly, or even largely, a matter of opinion in the final resort.

In assessing the value of a transport service a trader or industrialist, for whom the service is being performed, has not only to make the relatively simple distinction between a good or bad service, but—more difficult—determine just how good a service is essential in his particular case. For example, whether a twice-weekly delivery was really necessary or whether once a week was sufficient. Even in this admittedly over-simplified example, the final decision as to which of the two rates of delivery was, in fact, adopted would be largely dependent upon opinion, however experienced and considered, rather than comparative factual data.

In this context it could rightly be added that where sufficient factual information was available, clearly indicating that one course of action was preferable to another, then the need for a managerial decision would hardly be necessary in the real sense of the word. In fact, it is virtually daily routine in any sizeable transport organization for many decisions to have to be made solely on the basis of a combination of known facts and imponderables.

Probably nowhere in transport operation is indefiniteness more superficially apparent than in relation to maintenance and allied aspects, such as reliability of vehicles on service and their economic life.

Included in some requests for advice on how to set up in transport operation is the suggestion that a formula, or yardstick, should be compiled so that it could be readily proved when a vehicle was due for replacement. Whilst the need underlying this request is understandable, the provision of such a formula would, in practice, be impossible.

Throughout this series and in "*The Commercial Motor* Tables of Operating Costs" it is repeatedly emphasized that, whilst accuracy is a desirable objective in recording operating costs, consideration has also to be given to overall simplicity. Moreover, in the initial compiling of such costs and their subsequent interpretation, practical experience in transport operation is essential if the right emphasis is to be given to the results obtained.

Too-insistent demands for such ready-made formulas to facilitate decisions of policy may, in fact, belie a lack of practical operational experience for which no formula is a substitute. Yet the ultimate success of the entire organization may well depend upon the maintenance policy. Persistent breakdowns, with the inevitable dissatisfied customers, are the more obvious results of inefficient maintenance, due either to a wrong policy decision in the first place or its unsatisfactory execution.

LESS obvious and, therefore, more difficult to determine, is the somewhat nebulous "margin" to be provided against the possibility of a breakdown whilst a vehicle is on service. This, of course, is the reason for preventive maintenance and, whilst costing should provide a guide, it is largely an engineer's decision as to what "excess" maintenance is necessary to prevent such expensive and disruptive occurrences.

A similar approach is necessary when deciding the economic life of a vehicle, assuming that it is agreed that there should be an overall policy in this respect which, in effect, implies their replacement before the likelihood of breakdowns becomes too great for the operator to continue to provide a reliable service to his customers.

In considering various aspects of operating commercial vehicles, it should not be overlooked that the division of operating costs into 10 items, as in "*The Commercial Motor* Tables of Operating Costs," although convenient is nevertheless arbitrary. There is not necessarily a clear-cut distinction between all the 10 items, from which it follows that some of the items are interrelated. Thus, the amount of interest charged on the initial outlay would have some bearing on the quality, as well as the size, of vehicles purchased. Correspondingly, the quality of the vehicle must have a relation with maintenance costs and rate of depreciation, as determined by the ultimate life of the vehicle. Unless all vehicles in a fleet were of similar type of construction and came within a comparatively narrow range of capacity, it would not be possible to compile a formula against which maintenance costs—and, possibly, vehicle life—could be checked.

In addition to the interrelation of some of the items of operating cost, the definition of items is also, to some extent, arbitrary and has a special connotation for the particular purpose for which they are used. Thus, in the overall division of the 10 items of operating costs as between standing and running costs, the

(*Continued on page* 649)

Wadhams, Ltd., recently supplied this tipper based on a Morris Commercial 7-tonner. The chassis is fitted with a York XD8 trailing third axle and Edbro 5LN/6 tipper gear. The 24-cu.-yd. body is of light alloy and was built and painted by Bonallack and Sons, Basildon, Essex.

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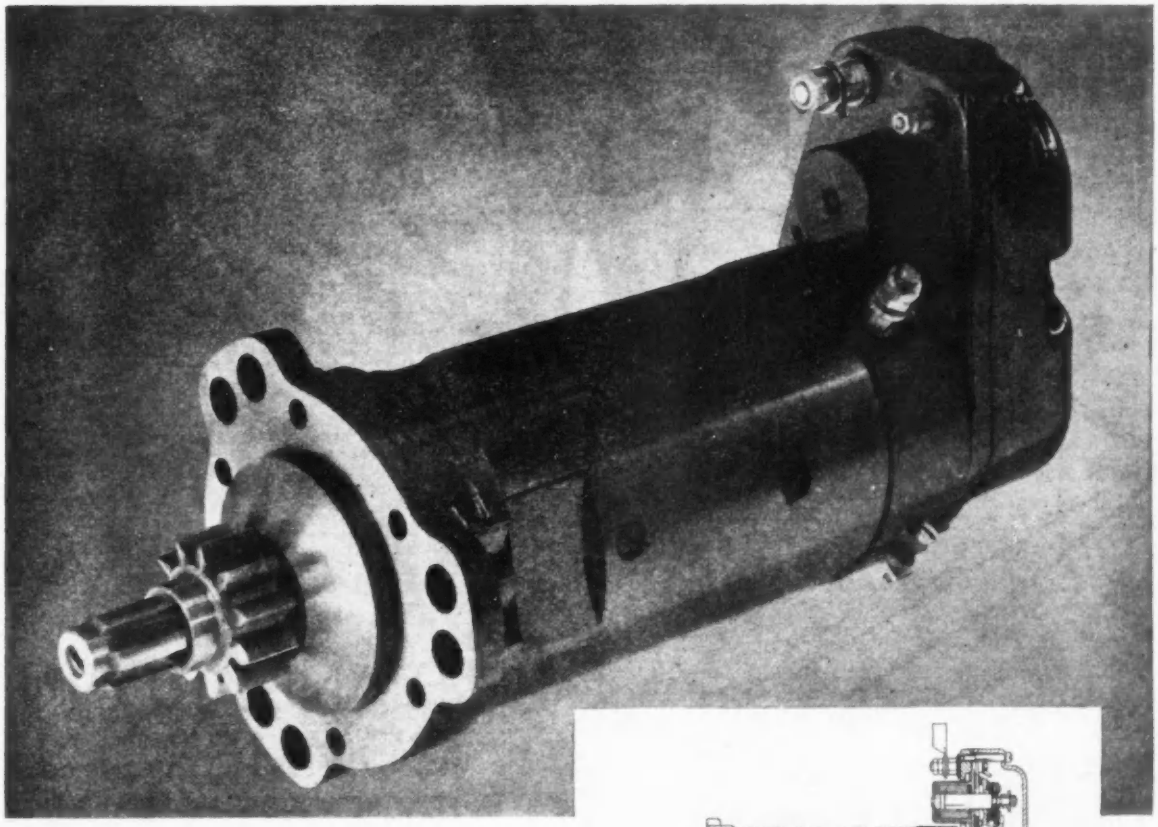

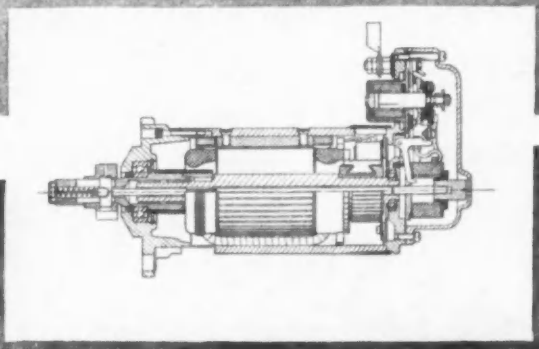

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(*Continued from page* 648)

term "standing costs" has a dual implication. Whilst it implies all costs which have to be met throughout the period the vehicle is in the possession of the operator, it will be noted that the word "standing" is not strictly accurate since these continuing costs—such as licence fees and insurance premiums—persist whether the vehicle is standing or mobile. Nevertheless, it is generally understood what is implied by the term in contrast to the other group of costs, namely, running costs, which are incurred only when the vehicle is mobile.

SIMILARLY, the term "maintenance" could be misunderstood when used in connection with commercial vehicle operating costs unless it is clearly defined for this purpose beforehand. As with many other aspects of transport operation, theoretical connotations have to give way to more practical usage. Thus, theoretically, if maintainance of a vehicle is carried out literally, then depreciation would not arise, as the vehicle would be kept in its initial condition. Obviously, this attitude would in practice be totally unrealistic, but it is nevertheless important to note that a gradual decline in the vehicle's condition, despite whatever efficient maintenance system is employed, is generally accepted.

It is thus established on this aspect alone that there can be no finality as to what is the correct amount of maintenance—and corresponding expenditure—to be given to a vehicle in any particular set of circumstances. As stated earlier, it is largely within the province of an engineer, rather than a cost accountant, to determine whether or not a vehicle is fit to undertake the work on which it is employed.

Additionally, the circumstances in which a vehicle may be employed can vary substantially. Three major factors are the geographical location of the journeys undertaken, the type of traffic carried relative to the wear and tear on the body and, less obviously, the urgency and dependence which customers place on their traffic.

The substantial trade in used commercial vehicles emphasizes the differing conditions on which operators have to evaluate the fitness of a vehicle for any particular job. It does not by any means follow that the original owner of a vehicle has been lacking in sound judgment if, after disposal of the vehicle, the subsequent user operates the vehicle for a substantial mileage before he, in turn, disposes of it. A more likely reason is that there is no comparison between the utmost reliability necessitated by the traffic carried by the first owner as compared with the goods moved by the second operator possibly, for example, on purely local delivery. Alternatively, in large organizations a corresponding situation is met with by the "demotion" of vehicles formerly employed on long- or medium-distance work to local collection and delivery.

It is, therefore, apparent that the cost of maintenance as between one group of vehicles and another cannot readily be compared to any useful purpose unless the basic requirements on which the respective maintenance policies were originally determined are known. And even then such requirements may be so dissimilar as to make the comparison virtually valueless.

Apart from variations in the cost of maintenance as a result of varying operating conditions, these could also be the reason for determining whether or not an operator undertook to do his own maintenance. For example, it would not be economic to install such basic essentials as an air-compressor and lubricating systems (which in other circumstances would be considered a minimum requirement) if only a few vehicles were operated. It would obviously be cheaper to contract the work out to a public garage, despite the addition of a reasonable profit margin on the cost of such work.

A FACTOR which, in post-war years, has become of increasing significance in determining maintenance policies is the availability of suitable labour. Because, when determining the national economic policy, full or near-full employment has been a prerequisite; the overall labour shortage has been extenuated in the engineering trades with the advance of mass-production, with the resulting expansion of existing plants and deployment of new factories. Whilst the problem of labour shortage is common to most industries, the present position is particularly acute relative to the maintenance of motor vehicles, and if the trend continues it could alter completely the traditionally accepted balance as between the class of vehicle originally purchased, the amount and method of maintenance, and the overall replacement policy.

Competition for labour is obviously more acute in the industrial areas and there are undoubtedly many road transport operators in rural, or semi-rural, areas who are well satisfied with their present maintenance arrangements, based on a nucleus of long-service and experienced fitters for whom an adequate range of equipment has been provided. Whilst the likelihood of this satisfactory situation being disrupted is considerably less than in an industrial area, if it does occur then the supply of replacement labour will be substantially less, or even non-existent in the case of the specialists.

It will therefore be prudent for a new operator setting up in a rural area, or alternatively an existing operator opening a new depot, to weigh up carefully the likelihood of such a situation arising, even if he is in the fortunate position of being assured of adequate staff in the first instance. In this connection, the outlay on servicing equipment on a comparatively modest scale could be £500 or more, and it would indeed prove a costly exercise if, in addition to the probable under-employment of much of the equipment during most of its normal life, there were to be added periods of complete non-usage due to staff shortages.

Apart from the direct financial aspect of maintenance, the amount of administrative time involved should not be underrated. Where the organization is not large enough to employ an engineer of sufficient status to be given sole responsibility for all maintenance, then many relevant decisions must be made by the transport manager himself, and the time so given must inevitably detract from his main preoccupation, namely, the movement of traffic economically and efficiently.

Relative to operating costs, the term "maintenance" is used in an omnibus sense to include any task from washing and greasing to a major overhaul, possibly involving virtually rebuilding the chassis and renewal of the body. This is in contrast, to some extent, to the use of the word "maintenance" in connection with private cars, when the tendency is to restrict it to the comparatively lighter tasks.

Because of this wide range of work undertaken under a general heading of "maintenance," it is possible for an overall policy to be based on a segregation of the work to be done, so that the simpler tasks are conveniently performed daily, or at frequent intervals, by the operator on the site whilst the heavier repairs are contracted out. Alternatively, with the advent and extension of the exchange unit system, it is possible for the operator to retain control of much of his maintenance, without being too dependent on the availability of skilled labour.

S.B.

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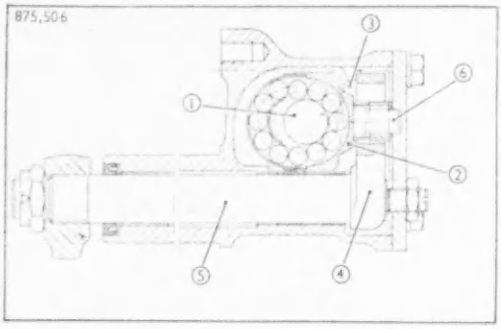
Ball-bearing Steering Box

A STEERING box employing a ball-bearing thread is shown in patent No. 875,506. The basis of the patent is the way in which the slotted arm around the nut is almost completely relieved of bending stresses. (Zahnradfabrik A.G., Friedrichshafen - on - the - Bodensee, Germany.)

In the drawing, 1 is the worm on the column spindle, surrounded by a recirculatory string of balls in the nut. The nut has a conical portion (2) which closely fits a groove (3) in the arm (4) of the steering shaft (5).

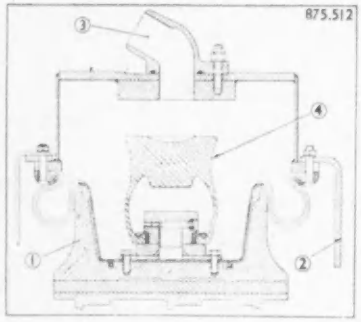
The nut member is additionally provided with an extended nose (6). This is a sliding fit in a slot cut in the cover-plate and forms a valuable outboard support in addition to preventing the nut turning.

The use of a slotted arm in place of a fork eliminates the tendency for the prongs of the latter to be forced apart when loaded.



CONTROLLING AIR SPRINGS

ACCORDING to patent No. 875,512, the frequency of an air spring should be of the order of 70 cycles per minute or less in order to obtain smooth riding. This is usually ensured by incorporating a surge tank in the air system. But the surge tank also prevents a rapid build-up of pressure if the wheel strikes an obstruction and a means of correcting this forms the subject of the patent. (Guy Motors, Ltd., Fallings Park, Wolverhampton.)



The drawing shows a section of the improved spring. It is of the rolling-diaphragm type and acts between a pillar (1) and a frame member (2) and is shown in its mean position.

An upper conduit (3) leads to the surge tank. To the base of the unit is attached a rubber moulding (4). This performs a dual function; it obstructs the surge-tank pipe as it rises and acts also as a bump stop in case of excessive deflection. Being made of a soft material, it can do no harm if it be broken up inside the unit.

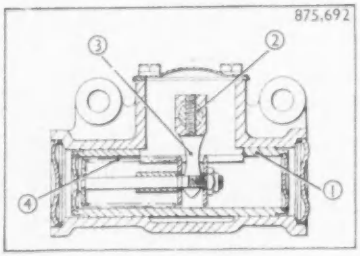
LEVELLING VALVE FOR AIR SPRINGS

THE levelling valve of a pneumatic suspension system should preferably not respond to transient changes in level and patent No. 875,692 discloses a device by which this is achieved. (Dunlop Rubber Co., Ltd., 1 Albany Street, London, N.W.1.)

The drawing shows the delay mechanism employed, which is simply an hydraulic dash-pot. A sliding cylinder (1) works the air valves (not shown) when moved to one side or the other.

The movement is originated by the angular deflection of a spindle (2); this is worked by a sensing rod attached to an unsprung part of the vehicle. If the spindle turns, its forks (3) move the sliding cylinder via a spring (4).

Before the cylinder can move, it must displace oil from one end to the other via a restricted passage, not shown. It is this action that creates the delay before the air-springs are made to alter.



TRANSMISSIONS

THREE patents come from Automotive Products Co., Ltd., and H. Reid, Tachbrook Road, Leamington Spa. They are numbered 878,364, 878,365 and 878,366 and deal with various aspects of an automatic variable transmission employing epicyclic gearing and hydraulic couplings.

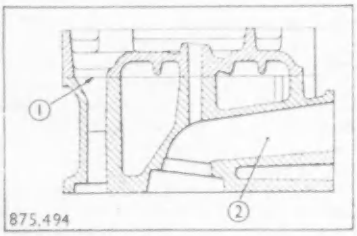
COMPOSITE CASTINGS

PATENT No. 875,494 discusses the difficulties encountered when producing complex castings, such as cylinder heads, and proceeds to describe a simpler method of doing so. The aim is to eliminate the uncertainties of core location and removal, thus enabling thinner sections and smoother gas passages to be used. (Ford Motor Co., Ltd., 88 Regent Street, London, W.1.)

The drawing shows a cylinder head made by the process. The chief novelty is that it is in two parts, divided along the line, 1 and is held together by an epoxy resin. Bolts may be used also.

The upper and lower pieces are separately cast, using steel moulds having upstanding bosses which form the cores. The use of sand or wax cores may still be necessary in undivided sections as, for example, the gas passage (2), but these can be adequately supported from the steel plate and are little trouble to remove afterwards.

The use of metal moulds ensures a high degree of accuracy. The mating surfaces of the joint line can be left in the as-cast condition.



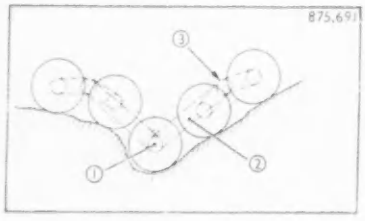
A CROSS-COUNTRY VEHICLE

A VEHICLE for traversing rough ground is shown diagrammatically in patent No. 875,691. It has exceptionally versatile mobility, being able to surmount humps, ditches and, if necessary, climb over a fence-like obstruction. (E. Meili, Hochstrasse 129, Schaffhausen, Switzerland.)

The drawing shows the wheel arrangement in the act of conforming to a depression. A middle axle (1) is fixed to the frame, all the others being pivotally mounted. Arms (2) swing about the mid-axle and each other axle can pivot locally on the end (3) of one of the arms.

The raising and lowering of the arms is controlled and powered hydraulically, so that the driver can adjust the wheel outline to suit the particular obstacle. All the wheels are driven, either mechanically or hydraulically.

Many variations on the theme are described in the patent.



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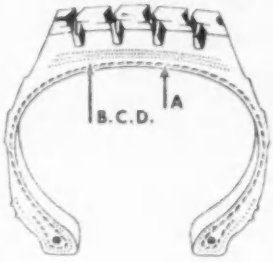

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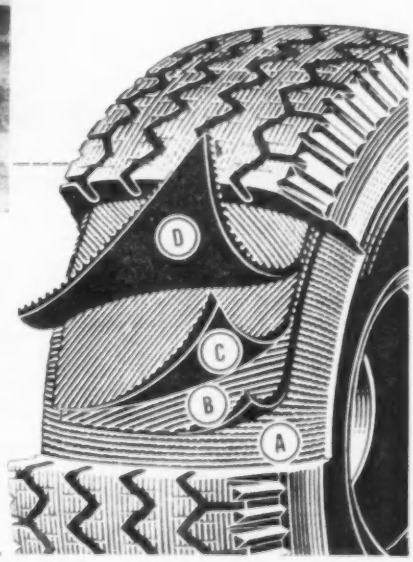

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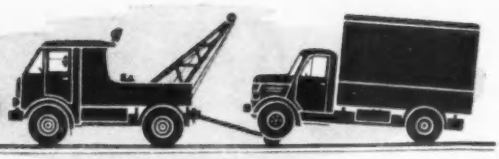

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1960 ALBION Chieftain full wheel tipper, £1,150.
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BEDFORD ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.,
71 GREENWICH SOUTH STREET,
LONDON, S.E.10.
Greenwich 2033-4. zzz-894

BEDFORD CAV pick-up trucks, in good condition. Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 940-6057

Used Goods Vehicles (contd.)

BEDFORD A-type short-wheelbase and long-wheelbase petrol and diesel trucks required, in good running condition. Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 940-6061

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 938-530

B.M.C.

1960 B.M.C. 7-ton 8-yd. steel body, Teleholst tipping gear, bargain, £650.

1956 B.M.C. 5-ton normal-control drop-side truck, Baico extension chassis, 17-ft. drop-side body, new 5-1 diesel engine fitted, heaters, ready for work, £285, bargain.
EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd. North, Birmingham, 6. Ast 3467. 938-113

1959 B.M.C. 6-wheeler Boys extension, 22-ft. platform body, one owner, small mileage, in first-class order, £750.

1960 B.M.C. 6-wheel bulk tipper, 20-yd. alloy body, Boys extension, in first-class order, £1,500.

1957 B.M.C. 4-wheeler with 23-ft. platform body, 2-speed axle, power steering, in excellent order, £450.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-271

B.M.C. 1960 long-wheelbase high fixed-sided timber bodied coal tipper, 2-speed axle, power steering, flashers and heater, repainted, £750.

B.M.C. 1957 long-wheelbase flat platform, 2-speed axle, power steering, works engine just fitted, £395.
MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 12. Phone, Vic 6040 evenings, Northern 8744. 938-151

TWO 1960 B.M.C. flats for sale, good condition. Quorn Commercial Sales, Ltd., Warner Street Garage, Barrow on Soar, Leics. Quorn 2204. 938-428

COMMER

1953 COMMER QX, light-alloy platform body, excellent condition, £170. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-906

1956 COMMER diesel Boys 6-wheeler, 21-ft. alloy body, 2-speed axle.
PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 938-88

1961, February, COMMER 7-ton demonstrator, Rootes diesel engine, drop-side truck, 9.00 x 20 tyres, 5-speed gearbox, flashers, 10,000 miles, cost new £1,740, sale price £1,375. Phone, Caterham 4242. 938-17

COX'S MOTORS (HILL TOP), LTD.,

1960 COMMER TS3 short-wheelbase tipper, steel body, air brakes and 5-speed gearbox, excellent condition, £950.

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), LTD.,
127 HILL TOP
WEST BROMWICH.
Phone, Wednesbury 0470, 1047. 938-128

15-CWT. forward-control van, foam grey, sliding doors, heater, very clean condition, registered March, 1960, £375. Brew Bros., 133 Old Brompton Rd., S.W.7. Fremantle 3333. 938-14

1960 COMMER TS3 12-ton tractor unit, automatic lubrication, automatic coupling.

1958 COMMER 5-ton petrol tippers, 4-cu.-yd. bodies, choice of two. Normand, Ltd., 483-491 Northolt Rd., South Harrow. Byron 6006, 9912. 938-172

EX-DEMONSTRATOR, COMMER 7-ton diesel drop-side truck, 5,500 miles only, fitted overdrive gearbox, 9.00 x 20 tyres and air brakes, £1,475. Ray Powell, Ltd., Eastern Avenue, Ilford, Essex. Phone, Valentine 0123 (17 lines). 938-169

1960 TS3 double drop-side truck, air brakes, heater, flashers, etc., 48,000 miles, immaculate condition, £1,135. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567. 938-306

COMMER Express delivery van, immediate delivery. Modern Motor, 62 Paul St., London, E.C.2. Sho 4460. 938-293

COMMER 7-ton long-wheelbase 1959 TS3 diesel U-shaped tipper, good condition, £525.
MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 938-195

1960 TS3 7-ton 18-ft. drop-side truck, 44,000 miles, immaculate, £1,050.
COX AND CO. (LEEDS), LTD., Regent St., Leeds, 2. Phone, Leeds 31914 (six lines). 938-194

COMMER express delivery van in grey.
INGARFIELD'S GARAGE, LTD., 243 Brixton Rd., S.W.9. 938-376

1959 COMMER 6-wheeler, £1,150.
BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs.
PHONE, Brownhills 2525/6/7. 938-490

DODGE

1958 DODGE 145AR6 6-wheeler (Boys), 14-cu.-yd. wooden body, £695. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 938-77

1958 DODGE 6-ton drop-side truck, Perkins P6 diesel, Hydrovac brakes, wooden tilt, excellent condition throughout, £465. Benhill Motors, Ltd., High St., Sutton, Surrey. Vig 8192. 938-138

Used Goods Vehicles (contd.)

1960, October, DODGE 6-wheeler long-wheelbase coal tipper, Boys conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, £1,675. COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 938-129

DODGE DISTRIBUTORS
FOR
GLOUCESTERSHIRE, HEREFORDSHIRE, WILTSHIRE.
H. R. WILSON-SCOTT, LTD.,
MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447-8.
ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.
PART-EXCHANGES WELCOMED. 938-436

1955-56 DODGE Unipower 6-wheeler, 16-ft. 6-in. drop-side diesel truck, £385 o.n.o. EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd. North, Birmingham, 6. Ast 3467. 938-114

BENTLEY BROS. (SHEFFIELD), LTD.,
VAUXHALL-BEDFORD MAIN DEALER,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1957 DODGE 7-ton diesel long-wheelbase twin-ram tipper, high extension side body, Eaton 2-speed axle, a most attractive vehicle, good tyres, £595.
H.P. Facilities can be arranged for selected clients. 938-523

1959 DODGE, 8-cu.-yd. steel body, Telehoist tipping gear, Eaton 2-speed axle, Leyland Comet engine, well maintained, choice of two. Phone, Woolwich 8161. 938-319

E.R.F.

1955 E.R.F. 8-wheel tipper, 6LW, double drive, bulk body, ready for work.
1959 E.R.F. 8-wheeler, 6LW, bulk tipper, only 8 tons unladen weight, fibreglass body (suitable coal or coke, etc.), automatic greasers, latest cab, low mileage, one owner, good tyres, repainted and ready for work, fully recommended and offered at £3,000 under cost price.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 938-57

1953 E.R.F. 8-wheeler tipper, double drive, 6LW engine, in good running order, one owner since new, bargain, £750. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-267

1959 E.R.F. 8-wheeler power tipper, 150 engine, as new. Walter Walker (Ecclesfield), Ltd., 248 The Common, Ecclesfield, near Sheffield. Phone 3667. 938-209

1948 Unregistered ex-Government E.R.F. artic. with 5LW and 5-speed gearbox, with low-loading trailer, 13 ft. 6 in. well, knock-out axle, 15-ton capacity, very good condition, tyres good, £850. C. Morgan and Son, Waltham Chase. Phone, Bishop's Waltham 133. 938-380

FODEN

AVAILABLE now, 1956 FODEN 8-wheel tippers with Gardner 6LW or Foden 2-stroke engines, 12-speed gearboxes, 13-cu.-yd. alloy bodies, Pilot twin ram tipping gear; choice of three, all in excellent condition. Can be viewed by appointment. Phone, Hoveringham Gravels, Ltd., Lowdham 3171. 938-86

1958 FODEN 8-wheeler, platform lorry, 25-ft. body, 6LW engine, double drive, in first-class order, appearance almost as new, £1,750.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-261

1950 FODEN 8-wheeler, Gardner 6LW engine, double drive, twin steering, 24-ft. platform body on aluminium frame, offers invited. Silver Line Motors, Bessemer Rd., Welwyn Garden City, Herts. Phone, Welwyn Garden 24132. 938-323

FODEN 1959 8-wheeler, 12-speed gearbox, immaculate condition.
FODEN 7½-ton registered 1950 4-wheeler, 4LW engine.
POPLAR MOTOR TRANSPORT (LYMM), LTD. Phone, Lymm 1234 (Cheshire). 938-518

FORD THAMES AND FORDSON

MAY, 1960, 7-ton short-wheelbase Trader, 6D engine, 6-cu.-yd. steel drop-side body, 16,000 miles only, whole vehicle in very good condition, £775 or near offer. Automotive Services, Ltd., 50A Overdale Rd., Ealing, W.5. Eal 3652. 938-31

1956 FORDSON 4D 2-tone, special coachbuilt body, transfucent roof, new paintwork, £350. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 938-3

1959, September, Trader, 7-ton long-wheelbase twin-ram tipper, 14-cu.-yd. wood body, 9.00 x 20 tyres, immaculate condition throughout, must be seen, £595.
1960 Trader 7-ton tipper, 7-cu.-yd. U-shape body with wood extension sides, ready for work, £525.
EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd. North, Birmingham, 6. Ast 3467. 938-116

Used Goods Vehicles (contd.)

FORD lorries. Surplus to requirements. 1950, Perkins diesel, £150. Several 4D diesels, plated for 5 tons, £250. All with flat aluminium alloy bodies. In first-class condition, any inspection. Kirby and West, Western Boulevard, Leicester. 938-72

1959 Trader 8-yd. long-wheelbase tipper, fitted Hydrovac brakes, one owner, very clean, £595.
1958 Trader, articulated 25-ft. trailer, Brockhouse, £750. Billett Auto Sales, 236-40 Billett Rd., Walthamstow, E.17. Larkswood 5337. 938-189

BEACON MOTORS, LTD.
1960 Thames 2-ton Trader truck, one owner, 10,000 miles, spare unused, absolutely as new, £460.
PART-EXCHANGES AND TERMS.
BEACON MOTORS, LTD.,
ASTON ROAD,
ASTON,
BIRMINGHAM, 6.
Phone, Aston Cross 5841. 938-6052

1959 FORD Trader 6D 7-ton drop-side truck, first-class condition.
1957 FORD 6D 5-ton platform truck, good condition, £325.
CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. Clerkenwell 7456-9. 938-154

T. C. HARRISON, LTD.,
MAIN FORD DEALERS,
LONDON ROAD,
SHEFFIELD.
Phone 29091.

1958 Thames Trader, 160-in.-wheelbase, fixed-side tipper £625.
CHOICE of second-hand 5-7-cwt. vans.
ALL models, new light vans, ex-stock.
THAMES Trader 108-in. tippers, 138-in., 160-in. chassis-cabs, ex-stock.
EDBRO tipping gears, ex-stock. 938-213

1960 FORD Trader long-wheelbase twin Pilot-ram tipper, 12 cu. yd., £850 or near offer. Phone, Coppermill 4777 or 4713. 938-178

GATES OF WOODFORD,
FORD MAIN DEALERS,
CHIGWELL ROAD,
WOODFORD GREEN,
Wanstead 6633.

1961 Thames 15-cwt. truck, £380.
1961 Trader 5-ton 6D drop-side truck, £750.
1960 Thames Trader 6 x 4 platform, power steering and air brakes, £1,800.
1960 Thames Trader articulated unit, fifth wheel, £650.
1960 Thames Trader 7-ton 7-cu.-yd. Edbro tipper, £850.
1959 Thames Trader articulated unit, Brockhouse automatic, £750.
1959 Trader 7-ton, 6D, platform, £665.
1958 Thames Trader 7-ton platform, £620.
1958 Thames Trader 5-ton 5-cu.-yd. Anthony tipper, £650.
1958 Thames Trader 5-ton 4D drop-side truck, £400.
1958 Thames Trader 7-ton drop-side truck, £500. 938-385

1958 7-ton long-wheelbase 20-ft. platform, Baico extension, £595.
1959 7-ton long-wheelbase platform, £595.
1959 7-ton long-wheelbase tipper coal body, £595.
1959 7-ton short-wheelbase tipper, drop sides, £485.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Bawtry 362, 456, 457. 938-250

HUNTER VEHICLES, LTD.,
CROWN WORKS,
290 SOUTHBURY ROAD,
ENFIELD.

1957 Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.
1956 Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.
IMMEDIATE DELIVERY.
HIRE-PURCHASE TERMS ARRANGED.
HOWARD 4184 OR 3892. 938-281

1954, November, FORD 3-ton 4D Luton, 700 cu. ft., sound condition throughout, £175.
BEARWOOD MOTOR CO., LTD., Bearwood Rd., Smethwick, Staffs. Phone, Bearwood 2913. 938-320

1960 FORD Trader long-wheelbase power tipper, £550.
PEARL STREET GARAGE, 17 Pearl St., Sheffield. Phone 29139, 399529. 938-211

Used Goods Vehicles (contd.)

ONE Thames Trader 2-ton van, registered May, 1959, £350.
TWO Thames Trader 2-ton 4D vans, registered 1958 and 1959, from £290.
PHONE, Romford 45991. Mr. Cavey, United Components, Ltd., Eastern Avenue, Romford, Essex 938-345

BENTLEY BROS. (SHEFFIELD), LTD.,
VAUXHALL-BEDFORD MAIN DEALER,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1958 FORD Trader 5-ton long-wheelbase, diesel, 2-speed axle, 8.25 x 20 tyres, low mileage, a most useful truck, £450.
H.P. Facilities can be arranged for selected clients. 938-525

1959 FORD Trader 4-wheeler 6-cu.-yd. tipper, £500.
BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs.
PHONE, Brownhills 2525-6-7. 938-494

1960 Long-wheelbase drop-side tipper, £675. Leyton-stone 4900. 938-474

GORDON KING MOTORS, LTD.,
FORD AND THAMES DEALERS.
TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, for immediate delivery, £1,175.
TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, immediate delivery from stock, £1,195.
1957 Thames Trader 5-ton drop-side truck, fitted 6D diesel engine, in excellent condition, £275.
LET us quote you for your special body requirements.
MITCHAM LANE, S.W.16. Streatham 3133-4. 938-338

1961 FORD Trader 7-ton diesel long-wheelbase drop-side truck, £745.
1960 FORD Trader 7-ton diesel long-wheelbase platform truck, drop side, £675.
1959 FORD Trader 7-ton diesel long-wheelbase platform truck, £525.
1958 FORD Trader diesel 4-ton platform truck, £290.
1956 FORD Thames 4D 4-ton drop-side truck, £185.
1956 FORD Thames 2-ton van, 4D, £125.
DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 938-410

Ford Thames and Fordson Wanted

WANTED, used THAMES 4D vans, trucks and Lutons, 1957-60. Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7. 938-277

WANTED, FORD 4D vans and Perkins, all capacities, from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2014-4. 938-455

G.M.C.

6 X 6 G.M.C., split tyre axles, 20,000 miles, artic. trailer, W.D. fifth wheeling coupling, as unit or would split, £150. Mel 1675. 938-x9085

GUY

1961 GUY Invincible 8-wheeler, 6LX engine, almost as new, very small mileage.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-264

LAMBRETTA

1961 LAMBRETTA 3-wheel van, as new, offers.
BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs.
PHONE, Brownhills 2525-6-7. 938-496

LEYLAND

LEYLAND Octopus 8-wheeler, reconditioned by manufacturers, new tyres, practically brand-new machine, price on application.
HAULGO, LTD., West St., Havant, Hants. 938-28

1959 And 1960 LEYLAND Octopus and Hippos short-wheelbase tippers with Pilot gears and alloy bodies, low mileage.
JEFFREYS COMMERCIAL MOTORS, Swansea. Phone 72415-6-7. 938-132

BIRD'S COMMERCIAL MOTORS, LTD.,
BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone 3222-3-4 and 2136.
Grams, "Quicksale."

ONE LEYLAND Beaver tractor, 1953, complete with Dyson 25-ton trailer, 16 ft. in the well, first-class condition.
ONE LEYLAND Super Beaver tractor, 1961, complete with 25-ton Tasker trailer. 938-124

1947 Octopus, long wheelbase, double drive, platform body, £250.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 938-249

Used Goods Vehicles (contd.)

1961 LEYLAND Beaver tractor unit, 680 engine, S.A.E. coupling, in first-class order.
1957 LEYLAND Hippo 6-wheeler, air brakes, 22-ft. drop-sided body, in first-class order, £850.
1957 LEYLAND twin-steer 6-wheeler, air brakes, 22-ft. body, in first-class order, £850.
1956 LEYLAND Octopus 8-wheeler, air brakes, 24-ft. body in first-class order, £975.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-269

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle. August, 1949, £195. Edgware 2572. 938-313

1956 LEYLAND 6-wheeler, £1,050.

NEW LEYLANDS from stock.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs.
PHONE, Brownhills 2525-6-7. 938-492

MERCEDES-BENZ

ROSE AND YOUNG (ENGINEERS), LTD., offer:—
1961 MERCEDES-BENZ L319 diesel low platform lorry, works mileage, cost new £1,480, now offered at £985.
46/60 STREATHAM HILL, S.W.2. Tulse Hill 0166. 938-136

MORRIS AND MORRIS-COMMERCIAL

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 938-802

PALMERSTON OF KINGSTON,
MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penrhyn Rd., Kingston 5618. 938-151

SCAMMELL

PARADISE MOTORS, Geldart Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. zzz-830

CAPITAL MOTOR CO., LTD.,
THE LONDON SCAMMELL DISTRIBUTORS,
REMINGTON STREET, CITY ROAD, N.1.
SALES, SERVICE AND SPARES.

SCARAB 3-ton and 6-ton diesel and petrol units, immediate delivery.
SCAMMELL trailers, 3-12-ton, for use with Bedfords and other 4-wheeled tractors; early delivery.
SCAMMELL 8-ton 23-ft. sided trailer, immediate delivery, £480.
HANDYMAN 24-ton GVW articulated outfits and Routeman 14-15-ton 8-wheel rigid; early delivery.
LONDON'S largest SCAMMELL spare parts stockists.
REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456-9. 938-153

Scammell Wanted

WANTED, 6-ton SCAMMELL Scarab diesel.
WALLACE TRANSPORT, 111 Breeze Hill, Liverpool, 9. 938-515

SEDDON

1960 SEDDON, double drive, 150LX Gardner, Edbro tipping gear, aluminium 30-yd. body, air brakes, bargain, £3,000. Phone, Cardiff 73204. 938-37

1956 SEDDON Mk. 14 5LW tipper, Pilot U4, ready for work. Smith's Garage, Canal St., Nottingham. Phone 55001. 938-76

1956 SEDDON, Gardner engine, long-wheelbase, £550.
BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs.
PHONE, Brownhills 2525-6-7. 938-495

1959 SEDDON tractor unit, Cummings engine, fifth-wheel coupling, air brakes.
1959 SEDDON tractor unit, 6LW, fifth-wheel coupling, air brakes.
1959 SEDDON tractor unit, R6 engine, Carrimore low-loading trailer.
OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201-4. 938-504

STANDARD

1956 STANDARD Vanguard, diesel van, well above average condition, £195. Edgware 2555. 938-502

TROJAN

1955 TROJAN, P3 diesel, large capacity boxvan, excellent condition, £145. Edgware 2555. 938-503

Used Goods Vehicles (contd.)

THORNYCROFT

EX-W.D. 4 x 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 938-803

MARSTON MOTOR CO., LTD.,
SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.15.
Phone, Stamford Hill 8000.
SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.
WE CAN NOW OFFER ADVANTAGEOUS DELIVERY OF ALL
THORNYCROFT MODELS. 938-176

UNCLASSIFIED

CARMICHAEL'S FOR COMMERCIALS.
PHONE, KEMPSEY 439 AND 417.

NEW VEHICLES FROM STOCK.

LEYLAND Super Comet long wheelbase.
COMMER 7-ton cement-limestone bulk delivery tanker with gear and blower.
ALBION artic. unit Chieftain with coupling.
ALBION Claymore long-wheelbase forward-control diesel.
LARGEST SELECTION OF
SECOND-HAND COMMERCIAL VEHICLES
IN THE MIDLANDS.

B.M.C.

1958 AUSTIN artic. diesel forward control with couplings.
1956 AUSTIN 5-ton forward-control diesel drop-side truck.
1954 MORRIS 5-ton long-wheelbase petrol platform truck.

COMMER.

1960 COMMER 7-ton long-wheelbase drop-side TS3.
1955 COMMER 5-ton Superpoise P6 drop-side truck.

ALBION.

1960 ALBION Chieftain platform, excellent condition.
1957 ALBION Chieftain forward-control diesel platform truck.
1955 ALBION Chieftain, alloy drop-side body, choice of two.

FORD.

1959 Thames Trader, diesel 7-ton long-wheelbase drop-side truck.
1959 Thames Trader, diesel 5-ton long-wheelbase platform.
1955 Thames P6 long-wheelbase 5-ton drop side.

FODEN.

1957 FODEN diesel forward control (new type cab), 8-wheeler, long-wheelbase drop-side truck.

BEDFORD.

1956 BEDFORD long-wheelbase diesel 7-ton drop-side truck.

LEYLAND.

1958 LEYLAND Comet long-wheelbase forward control, drop-side.

E.R.F.

1950 E.R.F. long-wheelbase drop-side 8-ton diesel truck.
1946 E.R.F., A.E.C. engine, long-wheelbase forward-control diesel.

STANDARD.

1959/60 Atlas van 10-12-cwt.

CARMICHAEL AND SONS (WORCESTER), LTD.,
CLERKENLEAP DEPOT,
NR. WORCESTER. 938-181

SPURLING MOTOR BODIES, LTD.,
"THE NAME BEHIND THE SALE"

1958 AUSTIN A55 van, green.
1957 COMMER 7-cwt. van, grey.
1959 STANDARD Atlas van.
1958 Thames 7-cwt. van.
1956 COMMER 7-ton diesel truck, Eaton 2-speed axle.
1958 Thames Trader 4D, 1,000-cu.-ft. pantechnicon.
1959 Large-capacity mobile shops, completely fitted out, excellent condition.
1959 Thames Trader 7-cu.-yd. tipper, diesel, Anthony gear and body.

PHONE, GLADSTONE 2727.
303 CRICKLEWOOD BROADWAY,
LONDON, N.W.2. 938-346

Used Goods Vehicles (contd.)

HARRY DANDO,
VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock, 20-ton tandem axle up to 27 ft.
TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mustang twin steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,095.
A.E.C. Mercury, fitted with Rapier 4-yd. high discharge truck mixer lorry, engine driven hydraulic drive, complete and for immediate delivery, £4,790.
NEW BEDFORDS, Super Vega, 41-seater, 300 diesel, J-type mouldings, top sliding windows, glass roof quarters, headrail racks, recirculator heater, trimmed in red moquette (Furths 426), exterior blue-ivory, ready for imediate delivery, £4,122.
BEDFORD, Comet engine, KGTC8, rigid 6-wheeler, York third axle, 9.00 x 20 12-ply tyres all round, 2-speed, 5-speed Pilot twin front-ram tipping gear and wood drop-side body, £2,816 7s.
BEDFORD KGA8 12-ton tractor unit, 350 engine, air brakes, 2-speed axle, 5-speed gearbox, 9.00 x 20 12-ply tyres, £1,700 5s.
LEYLAND, Super Comet 400 engine, 10.00 x 20 14-ply tyres, heater and demister, fitted with up-to-the minute 3-compartment Bulker body, improved high-capacity blower, heavy-duty p.t.-o., air silencer, all extras for bulk delivery, including two quick-release 10-ft. hoses, £4,276 complete in primer.
HANDS 30-ton 20-ft.-in-the-well low-loader with Thompson 4-ton winch, £2,197.

LONG WHEELBASE.

BEDFORD 1954 (Dec.) 5-ton A-type long-wheelbase platform, petrol engine, in good condition, £250.
B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.
BRISTOL 1953 8-wheeler, long-wheelbase platform, £500.
MAUDSLAY 1951 8-wheeler, long wheelbase, 24-ft. platform body, £375.
THAMES Trader 1960 7-ton long-wheelbase platform, in exceptionally good condition throughout, £625.
BEDFORD 1956 R6 long-wheelbase platform, complete with hydraulic sack loader, in outstanding condition, £350.
ALBION Reiver, 1956 long-wheelbase 6-wheeler, aluminium underframe, wood floor, good condition, one owner, £600.

TIPPERS.

FORDSON Sussex 1955 6-wheel tipper, P6, steel body, suitable for coal or coke, £200.
THAMES Trader, 1959, medium-wheelbase, 7-ton diesel, fitted with twin front-ram tipping gear and wood body, £675.
THAMES Trader 6-yd. steel body, 9.00 x 20 tyres, latest-type braking, this vehicle is absolutely as new, registered but has never carried a load, £1,375.
A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine (recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,250.
LEYLAND Comet, ECO2/1R, 1954, long-wheelbase, wood drop-side front-ram tipper, very well maintained and in good mechanical condition throughout, £500.
LEYLAND Comet ECO2-4R 1957 normal-control long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.
BEDFORD 1956 5-ton A-type standard wood drop-side tipper, P6 engine, in good condition, £375.
BEDFORD 1954 R6 5-type standard steel U-shaped-body tipper, £285.
ALBION 1956 HNT, fitted with Pilot tipping gear and wood drop-side body, in exceptionally good condition, one owner, £650.
E.R.F. 1960, double-drive 6-wheeler, Gardner 6LX engine, fitted with wood fixed-side tipping body, this machine has been most carefully looked after by a fastidious owner-driver and is in as-new condition throughout, £3,600.
A.E.C. 1953 Mammoth Major double-drive 8-wheeler, fitted with large-capacity aluminium tipping body with detachable extensions to sides, ideal for bulk coal, in exceptionally good condition throughout, £1,600.

TRAILERS AND ARTICULATED.

BEDFORD, 1957 (December), 10-ton tractor unit, Comet engine, in good condition throughout, SAE coupling, complete with New York DW2 12-ton 25-ft. platform trailer with 2-ft. headboard, £1,350.
BEDFORD 1955 10-ton R6 tractor unit, complete with Scammell 23-ft. platform trailer, on 9.00 x 20 12-ply tyres, this vehicle is in exceptionally good condition and has good tyres, £550.
DODGE 1954 P6 tractor unit, 2-speed axle, complete with Carrimore 23-ft. semi-trailer with boxvan body, £350.
E.R.F., 1946, Gardner 5LW tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.
DYSON 8-ton independent trailer, air brakes, this trailer is practically unused, £400.
B.M.C. 1957 tractor unit, B.M.C. diesel engine, fitted with S.A.E. coupling, vacuum brakes, £250.

CRANES.

RAPIER 3-ton pneumatic tyres, non-slewing yard crane, full castor action steering gear wheels, £600.

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WEST END GARAGE,
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Chipping Sodbury 2277 (four lines). 938-95

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OFFICIAL TECALEMIT SYNDROMIC AND A.C.L. FITTING STATION.

TIPPERS.

1959 ALBION Clydesdale with York third axle and Leyland 375 engine, 19-ft. by 3-ft. timber drop side.
1955 ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy drop side.
1956 BEDFORD 5-ton A-type, petrol, 12-ft. by 2-ft. steel fixed sides.
1955 BEDFORD 5-ton A-type, P6, 13-ft. 6-in. timber drop side.
1956 BEDFORD 7-ton S-type, petrol engine, 14-ft. U-shaped alloy body.
1958 BEDFORD 6-ton S-type, GMC, 14-ft. timber drop-side.
1958 BEDFORD 7-ton, 14-ft. by 3-ft. timber drop side.
1956 MORRIS 7-ton, B.M.C., 14-ft. by 4-ft. timber drop side.
1952 VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop side.
1955 SEDDON 6-ton, P6, 15-ft. by 18-ft. timber fixed side.
1958 FORD 5-ton HD 6D, 6-cu.-yd. steel drop side.
1959 FORD Trader, 7-ton with 14-ft. by 2-ft. timber tipping body.
1957 COMMER 7-ton TS3, 13-ft. by 3-ft. timber drop-side.
1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed side.
1958 BEDFORD 7-ton S-type 14-ft. timber drop-side tipper G.M.C.
1957 LEYLAND Comet short-wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed side.
1958 LEYLAND Comet Model ECOS2-1R, long-wheelbase, 15-ft. by 2-ft. timber drop side.
1956 LEYLAND Comet Model ECO2-1R, 14-ft. by 2-ft. timber drop side.
1956 LEYLAND Comet model ECO2-1R, 14-ft. by 3-ft. 6-in. alloy drop side.

PLATFORM.

1955 ALBION Chieftain, 16-ft. 6-in. alloy flat.
1959 ALBION Chieftain, 16-ft. alloy-framed timber drop-side body.
1956 ALBION Reiver, 22-ft. timber platform.
1955 ALBION Reiver 22-ft. timber platform.
1957 BEDFORD 7-ton Comet 350 engine, 16-ft. timber drop side.
1950 E.R.F. Twin Steer 21-ft. timber platform, 5LW engine, £550.
1957 BEDFORD 7-ton, 300 diesel, 16-ft. timber drop side.
1956 BEDFORD 7-ton R6 16-ft. timber flat.
1955 BEDFORD 7-ton petrol, 16-ft. timber flat.
1959 MORRIS 7-ton B.M.C. 18-ft. timber drop side.
1952 E.R.F., 6LW, 24-ft. timber drop side.
1957 A.E.C. Mercury with Eaton Hendrickson third axle 21-ft. 3-in. timber drop side.
1953 THORNYCROFT 7-ton 18-ft. timber drop side.
1958 COMMER TS3, 16-ft. 6-in. timber drop side, air brakes.
1957 COMMER TS3 19-ft. timber drop side.
1956 COMMER TS3 16-ft. 6-in. timber drop side.
1959 LEYLAND Comet Model ECOS2-4R, 20-ft. timber drop side.
1958 LEYLAND Comet Model ECO2-4R, 20-ft. timber flat.
1956 LEYLAND Comet Model ECO2-4R, 18-ft. by 2-ft. 6-in. timber drop side.
1957 LEYLAND Comet Model ECOS2-4R, 20-ft. alloy and timber flat.

TRACTOR UNITS.

1959 January, Carrimore 7-ft. 6-in. 5-car transporter, coupled to a 1960, May, S-type BEDFORD 12-ton tractor unit with Leyland engine, and 2-speed axle, £1,500.

VANS.

1959 COMMER Cob 7-cwt. van, £250.

H.P. TERMS TO SUIT YOUR REQUIREMENTS.
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1950 E.R.F. twin steer 6-wheel 24-ft. flat, 5LW engine, £550.
1957 GUY Warrior 3-deck 20-ft. cattle truck, container body, 9.00 x 20 tyres, £575.
1959 November, SEDDON 6-wheel 24-ft. flat, Leyland 375 engine, 10.00 x 20 tyres, £1,750.

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1960 FORD Trader 6D with new 1,200-cu.-ft. Plymax body, drop well, walk-in tailgate, £1,175.
1960 November, BEDFORD J-type short-wheelbase tipper, average mileage 12,000, underfloor and end tipping gears, £850.
1960 FORD Trader 6-wheel County extended flat, £950.
1960 FORD Trader 6-wheel tipper, Boys third axle, Homalloy body, unladen weight 5 tons, £1,500.
1960 FORD Trader 7-ton flat, £725.
1960 June, FORD Trader 6-wheel tipper, double drive, third axle, 20-cu.-yd. body, £1,550.
1960 B.M.C. 7-ton diesel tipper, 2-speed axle, steel body, choice of three, £750.
1960 FORD Trader short-wheelbase tipper, drop-sided body, 9.00 x 20 tyres, from £675.
1959 DODGE medium-wheelbase double-ram tipper, R6 engine, forward-control model, 2-speed axle, £675.
1959 FORD Trader 6D 7-ton flat, choice of 10, from £595.
1959 DODGE 6-ton normal-control short-wheelbase tipper, new wooden drop-sided body, P6 engine, £625.
1959 FORD Trader 160-in.-wheelbase steel drop-sided tipper, 15-ft. body, £695.
1959 FORD Trader 6-wheel flat County extension, 9.00 x 20 tyres, choice of three, £895.
1958 DODGE Leyland 350 long-wheelbase tipper, steel coal body, 2-speed axle, £795.
1958 November, COMMER TS3 long-wheelbase flat, 9.00 x 20 tyres, £550.
1958 FORD Trader 6D 7-ton truck, £475.
1958 FORD Trader 6D medium-wheelbase tipper, £495.
1957 ATKINSON 4-wheel double-ram tipper, Gardner 5LW, 9.00 x 20 tyres, 16-cu.-yd. alloy body, very clean, Tecalemit automatic greasing, choice of two, each £895.
1954 ATKINSON 8-wheel double-drive long-wheelbase tipper, Gardner 6LW engine, £850.
1950 FODEN 8-wheel long-wheelbase tipper, trailing axle, 6LW engine, £450.

PART-EXCHANGES ACCEPTED.
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1955 B.M.C. 7-ton diesel drop-side truck, power steering and 2-speed axle, £425.
1955 COMMER TS3 artic. unit, Scammell automatic, £300.
1958 AUSTIN 15-cwt. steel pick-up, £235.
1960 COMMER 15-cwt. van, £365.
1959 Thames 15-cwt. van, £250.
1958 Thames 15-cwt. truck, £260. 938-388

COMMERCIAL VEHICLES SALES AND REPAIRS, LTD.
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1959 ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side, 21-ft., in fine order.
1951 ALBION Chieftain 7-ton 16-ft. 6-in. light alloy flat, good tyres.
1952 FODEN 8-wheeler, 2-stroke engine, 24-ft. flat alloy body, good tyres.
1956 7-ton B.M.C. platform.
1955 A.E.C. Mercury Mark I tipper.
1950 ATKINSON 8-wheeler, flat platform.

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NEW AUSTIN 16-18-cwt. Omnitruck.
NEW AUSTIN 13-seater Omnicoach.
1960 BEDFORD Marshall 12-seater busette, beige, mechanically good, tyres poor, £350.
1959 Thames Trader 6D long-wheelbase 7-ton platform truck, good order, £650.
1959 AUSTIN 7-ton long-wheelbase forward-control diesel platform truck, £600.
1959 AUSTIN A55 van, blue, £250.
1957 AUSTIN 1½-ton forward-control diesel van, £225.
1955 AUSTIN 3-ton diesel boxvan, 300 cu. ft., £200.

AT

63 BRIDGE STREET, PETERBOROUGH.
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1959 BEDFORD Kenebus, beige, fitted heater, taxed, good tyres, £425.
1959 AUSTIN A35 van, green, low mileage, good tyres, £275.
1959 MORRIS Minibus, maroon, £410.
1958 BEDFORD 7-ton drop-side truck, £600.
1958 BEDFORD van, good tyres, taxed, £175.
1953 AUSTIN A40 van, green, good tyres £120.

AT

120 GOLDINGTON ROAD, BEDFORD.
Phone 68386.

1959 AUSTIN A35 van, £250.
1958 FORD 7-cwt. van, £265.
1958 AUSTIN A55 van, £245.
1957 MORRIS Minor pick-up, £225.
1956 Thames 4D 3-ton drop-side truck, £250.
1955 AUSTIN A40 pick-up, £175.
1955 AUSTIN A30 van, £150.
1953 DODGE P6 truck, £175.
1952 Short-wheelbase LAND ROVER, £120.
1939 AUSTIN 8 van, £55. 938-414

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1958 BEDFORD Utilabrake.
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1954 BEDFORD diesel 5-ton drop-side truck.

NEW, immediate delivery:—
BEDFORD 15-cwt. long-wheelbase builder's truck.
BEDFORD Workobus and Utilabrake.
BEDFORD 7-ton, extra long, 300 diesel engine, 2-speed axle, 9.00 x 20 tyres, Pilot twin-ram end-tipping gear, 22-cu.-yd. alloy body.
BEDFORD 7-ton long-wheelbase tippers, 16-cu.-yd. alloy bodies, R6 engines, excellent working order, good tyres, one August, 1954, £475; one November, 1956, £550.
A.E.C. 8-wheeler tipper, double drive, 20-cu.-yd. body, excellent working order, good tyres, bargain, £999.

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1958 FORD Thames 4-ton long-wheelbase diesel drop-side truck, good tyres, taxed to year end, one C-licence user from new, good value, £375.
1953 DODGE 7-ton long-wheelbase tipper, wooden double drop-side body, 9.00 x 20 tyres, Eaton 2-speed axle, finished in primer, ready for immediate work, £250.
1952 BEDFORD 5-ton long-wheelbase diesel P6 tipper, double-drop-side body, good tyre equipment, £175.
1950 BEDFORD 5-ton long-wheelbase drop-side truck, taxed to year end, £95.
1949 AUSTIN 3-ton petrol tipper, £75. 938-487

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1958 BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.
1958 AUSTIN 7-ton, 18-ft. platform.
1955 ALBION Chieftain, 16-ft. wooden platform (at Vauxhall Bridge Rd.).
1957 AUSTIN 5-ton diesel, 16-ft. platform.
1957 A.E.C. Mercury MKII, 21-ft. platform.
1956 TS3 7-ton 18-ft. drop-side truck (at Vauxhall Bridge Rd.).

TIPPERS.

1957 ALBION Clydesdale steel-body, fixed-side tipper (at Cardiff).
1958 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.00 x 20 tyres (at Cardiff).

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1953 AUSTIN 3-ton 600-cu.-ft. Luton.
1958 MORRIS-COMMERCIAL diesel 30-cwt. Luton with Burtonwood tail-lift.
1954 BEDFORD 5-ton petrol integral boxvan.
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ARTICS.

1960 BEDFORD SA8 tractor unit (Leyland Comet diesel) with 25-ft. Merriworth trailer, Scammell coupling.
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1961 GUY Invincible 8-wheel long-wheelbase tipper, Leyland engine, 6-speed gearbox, double drive and many extras, large bulk body, genuine mileage 8,000 only, has only worked three months, as brand new, cost almost £8,000 a few months ago, our price, only £3,650.
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£850 Only 1960 Thames Trader 7-ton short-wheelbase tipper, 9.00 x 20 tyres, heater, etc., genuine mileage 9,000 only, one only, cannot be repeated.
1959-60 Thames Trader 7-ton short-wheelbase tippers, clean condition, choice of four, from £475.
1957 BEDFORD diesel 7-ton long-wheelbase twin-ram tipper, large drop-side body, overhauled and painted, £550.
£495 Only 1960 COMMER TS3 diesel 7-ton tipper, 10-cu.-yd. bodies, 9.00 x 20 tyres, been well maintained, choice of three.
1957 BEDFORD diesel 7-ton long-wheelbase lorry with A licence, general Goods, South Eastern Area, only £1,975.
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1959 FODEN 2-stroke, lightweight 8-wheeler, 24-ft. drop-sided body, general condition very good, not a large mileage.

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BEDFORD 5-ton normal-control long-wheelbase 14-ft. body, petrol engine, 1958-60.
LEYLAND Hippo, air brakes, truck or chassis and cab suitable for mounting 10-ton crane, 1955-58.
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1959 GUY Warrior tractor unit, Leyland engine.
1958 BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.
1959 COMMER TS3 6-wheeler, 4-speed gearbox, Boys third axle, 22-ft. platform body, immaculate.
THAMES County, 60 engine, County third axle, 21-ft. platform body.
COMMER TS3 1957 2-stroke engine, 5-speed, air brakes, alloy insulated van body.
1959-60 MORRIS-COMMERCIAL 7-ton 6-cylinder diesel engine, 17-ft. 6-in. platform body, choice of three.
1957 ALBION Chieftain, 4-cylinder diesel engine, 5-speed, 17-ft. platform body.
1959 SEDDON SD4 tractor unit, Cummins engine, 2-speed, fifth-wheel coupling.
1957 COMMER TS3, 4-speed, air brakes, insulated van body.
1959 ATKINSON 4-wheeler, 5LW alloy underframe platform body, immaculate, choice of two.
1960 GUY light 8-wheeler, 7.75 engine, 2-speed axle, drop-sided body.
1960 B.M.C. 7-ton tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed Boys axle, 21-ft. platform body.
1956 GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.
1958 SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.
1955 ALBION Clydesdale tipper, 4-cylinder Albion engine, 15-ft. alloy tipping body, choice of two.
1959 BEDFORD 7-ton, 300 engine, 16-ft. 6-in. platform body.
1957 BEDFORD A-type long-wheelbase tipper, P6 engine, 20-ft. alloy tipping body.
1956 ATKINSON 8-wheeler, 6LW double-drive, 24-ft. platform body.
1958 THORNYCROFT Trident, 6-cylinder diesel engine, 20-ft. alloy drop-side body.
1959 DODGE, Leyland engine, 5-speed, 2-speed axle, 18-ft. platform body.
1959 BEDFORD personnel carriers, fitted with Perkins 4/4 diesel engine.
1958 MORRIS-COMMERCIAL LD01 one-ton drop-side truck, 4-cylinder diesel engine.
1958 A.E.C. Mercury, 7.75 engine, 5-speed, air brakes, 21-ft. 6-in. platform body.
1959 A.E.C. Mercury, 7.75 engine, air brakes, 22-ft. platform body.
1959 A.E.C. Mustang, twin steer, 7.75 engine, 5-speed, air brakes, 22-ft. 6-in. platform body.
CHOICE of several 1959-60 Bedford, Dodge and Trader platform lorries.
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1960 COMMER Unipower 6-wheeler, 24-ft. body, air brakes, £1,075.
1960 BEDFORD J-type tipper, 2-speed axle, drop-sided steel body, underfloor ram, very clean, £575.
1960 BEDFORD S-type 7-ton tipper, steel body, Anthony gear, £650.
1960 BEDFORD 7-ton J-type tipper, 2-speed axle, steel body, £650.
1960 ALBION Reiver 6-wheeler, 337 engine, double drive, Duramin 24-ft. body, £1,700.
1957 ATKINSON 5LW 4-wheeler, 20-ft. platform, 2-speed axle, £825.
1956 ATKINSON 6LW 8-wheeler, 24-ft. Duramin platform, double drive, £775.
1955 ATKINSON, 5LW, 20-ft. body, Hydrovac brakes, £525.
1956 FODEN, 5LW, twin steer, £690.
FODEN 6-wheeler FG, 6LW, double drive, Duramin body, choice of two, £375 each.
1952 FODEN 8-wheeler, Duramin body, double drive, £575.
1957 SEDDON long-wheelbase, 9.00 x 20s, £250.
1959 DODGE diesel tipper, £565.
1954 BEDFORD 5-ton P6 Duramin body, choice of two, £725.
1952 LEYLAND Comet 90 tractor, fifth wheel coupling, 24-ft. 10-ton trailer, £425.
HIRE-PURCHASE arranged.
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DODGE twin steer, fitted Perkins engine, 16-ft. wooden body, Edbro gear.
1956 SEDDON tractor, fitted 5LW engine, Carrimore 22-ft. trailer, also 20-ft. van trailer.
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1953 FODEN 8-wheel tipper.
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1948 MAUDSLAY 3,500-gal. tanker, coiled and targed.
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1953, May, SEDDON 3-ton boxvan, £125.
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GOOD selection of BEDFORD CA 10- and 15-cwt. vans and utilities from £100. 938-448

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DODGE cattle trucks on 7-ton long-wheelbase diesel chassis with 2-speed and Baico extension, good condition, choice of several, £600 each.
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COMMER 15-cwt. forward-control van, 1960, heater, £400.
COMMER TS3 1956 platform lorry, 18 ft. long, reconditioned engine and new braking system 10,000 miles ago, good tyres, £250.
COMMER TS3 platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957, at £550; 1958 at £650.
FORD 12-cwt. van, 1958, repainted, reconditioned engine, £295.
LAND ROVER, short wheelbase, petrol, 1955, five new tyres, one owner, £250.
LARGE SELECTION OF VANS AND PICK-UPS.
IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD, STANDARD AND LAND ROVER COMMERCIAL VEHICLES.

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DODGE AND E.R.F. DISTRIBUTORS.

1960, December, FORD Trader 6-wheel tipper.
1960 COMMER 15-cwt. forward-control van, diesel engine.
1960-61 B.M.C. Luton vans, 500 cu. ft.
1959 COMMER TS3 7-ton tipper.
1959 BEDFORD 7-ton drop-side truck, Leyland Comet engine, long wheelbase.
1959 (Registered) DENNIS 6-ton tipper (ex-Ministry), Dennis Max diesel engine.
1958 SEDDON 7-ton drop-side tipper.
1958 COMMER TS3 7-ton long-wheelbase platform.
1956 FORD Thames 5-ton drop-side tipper, Perkins engine.
1954 FORD Thames 4D long-wheelbase drop-side truck.

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Used Goods Vehicles (contd.)

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TRUCKS.

1960, October, BEDFORD 7-ton long-wheelbase drop-side truck, 18-ft. body, 9.00 x 20 tyres, 22,000 miles only, as new, £850.
1960 Thames Trader, 7-ton long-wheelbase drop-side truck, 18-ft. body, 9.00 x 20 tyres, very clean vehicle indeed, £650.
1960 Thames Trader diesel, 5-ton long-wheelbase drop-side truck, one very careful owner-driver, £495.
1959 AUSTIN B.M.C. diesel, 5-ton long-wheelbase truck, 16-ft. alloy body, in outstanding condition, one owner, £500.
1958 BEDFORD 7-ton long-wheelbase drop-side truck, really clean, one C licence owner from new, £265.
1958 AUSTIN, B.M.C. diesel, 30-cwt. drop-side truck, separate cab, one owner, £275.
1957 BEDFORD diesel 5-ton long-wheelbase truck, Baico extension, 23-ft. body, £250.
1956 BEDFORD diesel 5-ton long-wheelbase drop-side truck, one C licence owner, £175.
1955 BEDFORD 7-ton long-wheelbase drop-side truck, in far above average condition for the year, £125.

TIPPERS.

1960 BEDFORD J model 7-ton long-wheelbase drop-side tipper, 8-yd. steel body, 14,000 miles only, as new, £800.
1960 Thames Trader, 7-ton long-wheelbase drop-side tipper, steel body, twin ram, Pilot gear, £500.
1959 BEDFORD J model, medium wheelbase, tippers, 9.00 x 20 tyres, 2-speed axles, 8-yd. steel bodies, choice of five, £550.
1958 BEDFORD diesel 6-ton short-wheelbase tipper, steel body, one C licence owner, £275.
1957 BEDFORD diesel 6-ton short-wheelbase tipper, steel body, one C licence owner, £235.

LUTONS AND BOXVANS.

1,150 CU. FT., 1956 AUSTIN B.M.C. diesel Luton van, separate cab, superb body, £395.
1,100 CU. FT., BEDFORD 1956 diesel truck, with Baico extension, complete with detachable lift-off container, 18 ft. long, the lot, complete, £350.
1,100 CU. FT., 1958 AUSTIN B.M.C. diesel Luton van, separate cab, walk-in tailboard, a genuine low-mileage machine, only been used on local work, £495.
1,000 CU. FT., 1958 BEDFORD 300 diesel Luton van, separate cab, walk-in tailboard, £495.
975 CU. FT., 1956 AUSTIN Luton van, separate cab, first-class body, fibre-glass roof, low loader, £325.
750 CU. FT., 1954 FORD 4D diesel Luton van, separate cab, low-loader, walk-in tailboard, in very good condition for the year, £235.
700 CU. FT., 1958 BEDFORD diesel 5-ton boxvan, separate cab, in really immaculate condition, one owner, £425.
400 CU. FT., 1958 BEDFORD 35-cwt. Spurling van, sliding doors, in superb condition, £275.

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1960 BEDFORD S-type 300 diesel extra-long drop-side truck, 2-speed axle, £800.
1959 LEYLAND Super Comet drop-side truck, 20-ft. body, £1,300.
1957 BEDFORD D4A1 artic. unit, Scammell coupling, £950.
1956 BEDFORD SAO artic unit, with Scammell coupling, £390.

MANY good BEDFORD Utilabrakes available.

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1960 BEDFORD Workobus, long wheelbase, £400.
1960 AUSTIN 152 van, £295.
1959 BEDFORD Workobus, many extras, one owner, £470.
1959, December, BEDFORD 15-cwt. long-wheelbase van, one owner, £285.
1959 6-ton BEDFORD normal-control short-wheelbase diesel tipper, one owner, very clean vehicle, £645.
1959 FORD 15-cwt. Thames van, £285.
1958 BEDFORD 5-ton forward-control long-wheelbase truck, petrol, £375.
1958, October, FORD 5-cwt. van, £240.
1958 COMMER 30-cwt. van, diesel, one owner, £200.
1957 5-ton FORD Trader 4D truck, £375.
1957 BEDFORD Workobus, £245.
1957 7-ton DODGE diesel tipper, very good condition, £575.
1948 AUSTIN 2-ton meat van, £150.
1947 AUSTIN meat van, £125.
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TIPPERS.

1960 7-ton BEDFORD diesel tipper, S-type, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres all round, very good condition.
1960 7-ton BEDFORD diesel tipper, TK, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres all round, excellent condition.
1958 7-ton BEDFORD petrol tipper S-type, rebuilt, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres, rear and spare used, excellent condition.
1957 6-ton BEDFORD diesel, short-wheelbase tipper, 5-cu.-yd. wooden body, good condition; choice of three.
1957 BEDFORD 7-ton, diesel tipper, S-type, 6-cu.-yd. wooden body, very good condition.
1959 Thames Trader diesel tipper, 5-cu.-yd. metal tipper body, good condition.
1959 COMMER TS3 tipper, 6-cu.-yd. wooden body, excellent condition.

TRUCKS.

1960 BEDFORD 7-ton diesel S-type long-wheelbase drop-side truck, 9.00 x 20 tyres all round, very good condition.
1960 BEDFORD 7½-ton diesel J-type long-wheelbase drop-side truck, 8.25 x 20 tyres all round, excellent condition.
1959 BEDFORD 7-ton diesel S-type, long-wheelbase drop-side, 9.00 x 20 tyres all round, very good condition.
1958 BEDFORD diesel 6-wheeler, 20-ft. double-drop-side body, Bedford 2-speed axle, 9.00 x 20 tyres all round, excellent condition; choice of two.
1957 BEDFORD 6-ton diesel, S-type, long-wheelbase drop-side truck, 8.25 x 20 tyres all round, very good condition; choice of two.

ARTICULATED VEHICLES.

1958 diesel 10-ton artic. unit, A model, Scammell coupling, very good condition; choice of two.
938-478

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EARLIEST DELIVERY ALL MODELS.

NEW Thames Trader 7-ton 6D diesel tipper, steel body, immediate delivery, choice of two, £1,450.
NEW AUSTIN 1-ton petrol van, primer, £716.
NEW AUSTIN J4 10-12-cwt. van, £470.
NEW 7-cwt. Thames van, in primer, at £417 6s.
NEW 5-cwt. Thames van, in primer, at £389 7s.
1959 Thames Trader 7-ton tippers, 6D, choice of two, £525.
1958 DODGE 103P6 6-ton tippers, 2-speed axle, choice of two, £550.
1958 DODGE 8-ton forward-control, 8-yd. body, Leyland engine, choice of two, £875.
1957 DODGE 103AP6 5-yd. steel-body tippers, 2-speed axle, £425.
1957 DODGE 103AP6, alloy body, 2-speed axle, £425.
1956 DODGE 103AP6 alloy 6-yd. tipper, 9.00 x 20 tyres, £415.
1956 DODGE 6-ton 103AP6 6-yd. tipper, wooden body, reconditioned engine, £395.
1955 Thames 4D platform 3-4-ton, £175.
1955 AUSTIN 5-ton long-wheelbase truck, petrol, platform body, £50.
1950 DODGE diesel boxvan, £200.

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1958 (Late) AUSTIN 7-ton long-weelbase drop-side truck, reconditioned throughout, on good tyres.
1958 FORD 3-ton Trader, diesel drop-side truck, reconditioned throughout, well tyred, to be painted in customer's colour if required.
1959 BEDFORD Utilabrake, in immaculate order, black and white, well tyred.
1958 AUSTIN 30-cwt. drop-side truck, in good order throughout, painted green, well tyred.
1957 AUSTIN 1½-ton van, newly painted cream, on good tyres, a bargain.
1960 AUSTIN Gipsy, nominal mileage, well tyred, B.M.C. diesel engine, in immaculate order.
1954 AUSTIN 3-ton long-wheelbase tipper with B.M.C. 3.4-litre diesel engine, well tyred, ready for work.
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BEDFORD 7-ton 7-cu.-yd. tippers, choice of two at £259.
NEW Thames Traders in stock for immediate delivery.
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THAMES USED VEHICLES.

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1958 Thames Trader long-wheelbase twin-ram tipper (to be sold at bargain price).
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1958 Thames Trader 5-ton 4D platform truck, in excellent condition.
1958 BEDFORD 5-ton long-wheelbase twin-ram tipper, J series, 12-ft. 6-in. panelled side body, Edbro 2LNN tipping gear, £595.
1957 BEDFORD 300-cu.-in. diesel long-wheelbase platform truck, choice of two.

PART-EXCHANGES ACCEPTED, DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

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1959 FORD Trader 7-ton 6D short-wheelbase Anthony drop-side tipper.
1957 FORD Thames 3-ton 157-in.-wheelbase truck.
1957 DODGE P6 short-wheelbase tipper, 7 tons, Eaton 2-speed axle.
1960 Thames 15-cwt. van, good condition throughout.
1959 Thames 15-cwt. van, choice of three.
1960 Thames 15-cwt. pick-up, wooden body, green.
1960, December, Thames 12-seater, 6,000 miles only, as new.
1960 A55 pick-up, maroon.
1956 STANDARD 10-cwt. van, dark brown.
1960 Thames 5-cwt. van, Express blue.
1954 Thames 5-cwt. van, blue and cream.
1957 A35 pick-up, grey, very clean.

NEW VEHICLES FOR IMMEDIATE DELIVERY.

FORD Trader 5-ton 152-in.-wheelbase truck.
FORD Trader 7-ton 6D Anthony drop-side tipper, 9.00 x 20 tyres.
FORD Trader 7-ton 6D Edbro fixed-side tipper, 9.00 x 20 tyres, Eaton 2-speed axle.
FORD Trader 5-ton 6D Anthony drop-side tipper, 8.25 x 20 tyres.
LARGE selection of 5-15-cwt. vans, 12-seaters and pick-ups.
ALL other models early delivery.
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CHANDLERS MOTORS, LTD.,

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LUTON vans and pantechnicons.
1,600 CU.-FT. 1953 GUY with Perkins P6, Plymax body, excellent tyres, £265.
1,250 CU.-FT. 1956 FORD 4D, Plymax body, drop well, £350.
1,100 CU.-FT. 1955 MORRIS, petrol, removal pantechnicon with reconditioned engine, Plymax body, £265.
1,000 CU.-FT. 1955 AUSTIN petrol pantechnicon, low-loader, £265.
1,000 CU.-FT. 1954 AUSTIN diesel, forward control, integral cab with drop well, £330.
400 CU.-FT. 1954 BEDFORD petrol 3-ton boxvan, £220.
23-FT. SCAMMELL 10-ton ex brewery trailer, excellent condition, £275.
20-FT. SCAMMELL 20-ft. trailer, £160.

TRUCKS and units.
1956 BEDFORD 5-ton petrol tipper, £320.
1956 B.M.C. 7-ton diesel truck, with power steering, £285.
1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.
1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body, in good condition, £180.

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IMMEDIATE delivery of 40 brand-new Morris-B.M.C., Mercedes-Benz, Commer and Atkinson S644 4-, 6- and 8-wheel Milshaw alloy tippers for bulk coal transport.

NEW ATKINSON T1366X (Gardner 6LX) 150 b.h.p. 6-wheel double-drive tractor unit, power steering.

NEW ATKINSON U1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper, 40 x 8.

NEW ATKINSON M1265T (Gardner 5LW) 12-ton light-weight 6-wheeler, Milshaw 18-ft. alloy tipper.

NEW ATKINSON M1265T (Gardner 5LW) 12-ton light-weight 6-wheeler, 22-ft. bodywork.

NEW ATKINSON T746X (Gardner 6LX 150 b.h.p.) 4-wheel tractor, fifth-wheel coupler.

1960 MORRIS-B.M.C. (5.1-litre) 7-ton 4-wheeler, Milshaw 15-ft. alloy tippers, choice of six.

1959 ATKINSON U1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper.

1959 ATKINSON T746XA (Gardner 6LX) 4-wheel tractor, air brakes, fifth wheel.

1959 ALBION Caledonian (Leyland 9.8-litre) 17-ton 8-wheel Pilot 20-ft. Homalloy tipper.

1959 ALBION Clydesdale (Leyland Comet diesel) 8-9-ton 4-wheel Milshaw 13-ft. alloy tipper.

1959 THORNYCROFT Trusty 17-ton 8-wheel 25-ft. alloy drop-side, air brakes, 40 x 8.

1959 ATKINSON S644LW (Gardner 4LW) 8-10-ton 4-wheel Edbro 12-ft. alloy tipper.

1959 '58 ATKINSON M644LW (Gardner 4LW) 8-10-ton Milshaw 15-ft. alloy tippers.

1959, December, ALBION Reiver 6-wheel (double-drive and lock) alloy tipper.

1958 A.E.C. Mustang twin steer, 7.7 engine, air brakes, 12-ton platform truck, an excellent machine throughout.

1957 A.E.C. Mercury Mark II (7.5-litre) 8-10-ton 4-wheel 21-ft. platform, 9.00 x 20.

1957 ALBION Reiver (Leyland Comet engine) 6-wheel 22-ft. platform, exceptional condition.

1955 LEYLAND Octopus (600 9.8-litre) 8-wheel double-drive Pilot 22-ft. tipper.

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USED FREIGHT AND TIPPERS.

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1961 COMMER 15-cwt. van, nominal mileage, side loading door, wonderful reduction.

1958 (Late) AUSTIN 7-ton long-wheelbase drop-side truck, reconditioned throughout, on good tyres.

1960 AUSTIN Gipsy, nominal mileage, well tyred, B.M.C. diesel engine, in immaculate order.

1958 AUSTIN 15-cwt. Omnivan with side loading door, painted green, well tyred.

1954 AUSTIN 3-ton long-wheelbase tipper with B.M.C. 3.4-litre diesel engine, well tyred, ready for work.

SPECIAL FEATURE.

1959 BEDFORD Utilabrake, in immaculate order, black and white, well tyred.

1959 BEDFORD Workabus, in excellent order throughout, painted green, bargain price.

1958 BEDFORD long-wheelbase van in green, ready for work.

1957 BEDFORD van in green, come and inspect.

1954 BEDFORD van, owner-driven from new, small mileage, bargain price. 938-476

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1960 BEDFORD J 300 tractor with Scammell drop-side semi-trailer, very clean and well shod, £900.

1958 ALBION Chieftain Model CH3L with light-alloy platform body, clean, choice of two, £850.

1957 DODGE 106P6 long-wheelbase tipper complete with beet raves, etc., twin-ram gear, clean, one owner, £495.

1957 Two BEDFORD S long-wheelbase with Leyland Comet engine, suitable for spares, each £325.

1956 LEYLAND TCOS2/4R platform truck with straw rack, one owner, £650.

1956 B.M.C. 7-ton long-wheelbase drop-side truck, clean and well shod, £425.

1956 B.M.C. 5-ton long-wheelbase drop-side truck, clean, £395.

1955 A.E.C. Mercury Mk. I light-alloy platform, £650.

1955 ALBION Reiver with 23-ft. light-alloy drop-side body, one owner, £625.

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BEDFORD 7-ton long-wheelbase diesel drop-side truck, all good tyres, in excellent mechanical condition, choice of three 1957 onwards from £375.

1958 ALBION Chieftain, alloy-framed wooden platform 16-ft. body, 5-speed gearbox, a real quality vehicle at an extremely attractive price, £695.

1958 FORD Trader 5-ton long-wheelbase diesel, 2-speed axle, 8.25 x 20 tyres, low mileage, a most useful truck, £450.

1957 DODGE 7-ton diesel, long-wheelbase twin-ram tipper, high extension side body, Eaton 2-speed axle, a most attractive vehicle, good tyres, £595.

H.P. Facilities can be arranged for selected clients. 938-526

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IMMEDIATE DELIVERY.

NEW ALBION RE27AN Reiver chassis and cab, 9.00 x 20 tyres, Leyland 400 engine, 6-speed gearbox, trailing axle.

NEW ALBION CH3AXL Chieftain chassis and cab, 9.00 x 20 tyres, 6-speed gearbox, heater, etc.

NEW ALBION VT19AN (for bulk loads), specifications as above.

NEW Thames Trader 6D 7-ton chassis and cab, 9.00 x 20 tyres, other extras.

1960 AUSTIN B.M.C. 7-ton long-wheelbase, 18-ft. drop-side body, good order.

1959 ALBION Chieftain platform lorry, exceptional condition.

1959, August, LEYLAND Super Comet, long-wheel-base platform body, 2-speed axle, 5-speed box, excellent condition.

1958 ALBION FT37CL Chieftain, 6-speed gearbox, only needs seeing.

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1958 BEDFORD, Leyland Comet engine, platform lorry, immaculate condition throughout.

1956 ALBION Reiver, 6-wheel double-drive axle, 21-ft. 6-in. platform body, as new, excellent condition.

1956, October, A.E.C. 9.6 Majestic, Twin Steer, 21-ft. body, air brakes, good order.

1956 AUSTIN B.M.C. 7-ton platform lorry, 2-speed axle, power steering, very clean and fresh.

1955 ALBION FT37CL platform lorry, good order throughout.

1955 LEYLAND Comet 900 hydraulic tipper, alloy fixed-side body, good order.

1955 BEDFORD 10-ton tractor, R6 power unit, Scammell coupling, good.

1953 ALBION Chieftain platform lorry, under 3 tons.

1952 E.R.F., Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted for trailer work, good order.

1949 MAUDSLAY 8-wheel chassis and cab, A.E.C. 9.6 power unit.

1948 SEDDON, P6 unit, platform lorry.

1948 A.E.C. Matador, 9.6 unit, 18-ft. flat.

A.E.C. 7.7 engines from £50 each. Leyland 7.4, complete with gearbox, from £100 each. Leyland 8.6 engines from £35 each.

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1957 COMMER 7-ton tipper (choice of two).

1958 COMMER 7-ton tipper.

1958 AUSTIN J2-type van.

1943 E.R.F. tractor (5-cylinder Gardner), good tyres.

1954 LAND ROVER (petrol).

1955 BEDFORD 7-ton long-wheelbase platform.

1955 AUSTIN 2-3-ton diesel truck complete with fixed canopy.

SEVERAL diesel trucks under £275, in good order.

NEW VEHICLES IMMEDIATE DELIVERY,

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COMMER 7-ton tipper, 9.00 x 20 tyres.

LEYLAND Comet Model CS3-12R chassis and cab.

LEYLAND Super Comet Model 18SC-11R chassis and cab.

LEYLAND Comet Model CS3-11R chassis and cab.

COMMER ¾-ton diesel vans, choice of colour.

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STOKE-ON-TRENT.

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ATKINSON, AUSTIN, FORD, DODGE.

NEW Thames Trader 7½-ton diesel 118-in.-wheelbase chassis-cab, fitted with Edbro twin ram tipping gear and 12-ft. 6-in. all-steel 10-cu.-yd. body, 900 x 20 tyres, immediate delivery.

1960 7-ton Thames Trader diesel 16-ft. 6-in. drop-side body, 825 x 20 tyres.

1959 7-ton AUSTIN diesel 18-ft. drop-side body, power steering, 900 x 20 tyres.

1959 7-ton FORD Trader diesel 20-ft. platform lorry, 900 x 20 tyres, 2-speed axle.

1958 7-ton BEDFORD diesel, Leyland engine, 17-ft. 6-in. drop-side body, 900 x 20 tyres.

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HOLMER ROAD,

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AUSTIN 2-ton 4 x 4, steel fixed-side body, ex-M.o.S., as new.

A.E.C. Matador, 4-wheel drive, 7.7-litre engine, power winch, 13.50 x 20 tyres, ex-M.o.S.

1959 FORD 7-ton boxvan, inside measurement 20 ft. by 7 ft. 6 in. high by 7 ft. 6 in. wide, 9.00 x 20 tyres, in first-class condition.

1959 FORD 6-wheeler County conversion, 2-speed rear axle, 22-ft. drop-sided body, 9.00 x 20 tyres, in excellent condition.

1958 GUY 8-wheeler tipper, 21 ft. by 2 ft. 6 in. sided steel body, Gardner 6LW engine, double-drive axles, reconditioned where required.

1949 FODEN 8-wheeler, 16-ft. 6-in. drop-sided tipper, double-drive axle, 6LW engine, 5-speed gear-box, ideal for site or quarry work, £550.

1953 ATKINSON 8-wheeler, 21-ft. 4-in. drop-sided tipper, 6LW engine, double-drive axle, 40 x 8 tyres, in good condition, £800.

1954 E.R.F. 6-tonner, Gardner 4LK engine, 16-ft. drop-side body, 7.50 x 20 tyres, in good condition.

NEW B.M.C. 4-tonner, 14-ft. 6-in. drop-sided body, in stock, immediate delivery.

NEW E.R.F. Model 6.8 (G) end tipper, 8-wheeler, 6LX engine, 21-ft. 3-in. drop-sided body, 9.00 x 20 tyres, immediate delivery.

1953 COMMER QX 5-ton forward-control chassis-cab, petrol engine, fitted 1,000-gal. insulated tank, lithcote lined, complete with discharge pump and hoses, 38,000 miles from new, used for carrying edible oil, as new throughout.

1956 E.R.F. 4.4 (G), Gardner 4LW engine, 18-ft. drop-side body, 2-speed rear axle, 9.00 x 20 tyres, in good condition.

1956 E.R.F. 5-cylinder Twin-steer, 18-ft. 6-in. x 2-ft. 6-in. fixed-sided end tipper, steel body.

1954 FODEN 6-tonner, 4LK engine, full-fronted Boalloy cab, 18-ft. drop-sided body with crutch extensions.

1947 E.R.F. 5.4 tractor, with 14-ton four-in-line steel bodied drop-sided tipping trailer.

BEECH'S GARAGE (HANLEY), LTD.,

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(FOUR LINES). 938-53

IDEAL GARAGE,

MICHELDEVER,

COMMERCIAL VEHICLE CENTRE ON A33.

SALES WITH SERVICE.

1959 KARRIER Bantam boxvan with double sliding sides, 15,000 miles only, ready for the road, £595.

1957 FORD Thames normal-control 5-ton 4D, 14-ft. 6-in. double drop side with bolster, ready for the road, £280.

1956 B.M.C. 5-ton diesel, standard drop-side body, nearly new Michelin Met 9.00 x 20 tyres, ready for the road, £310.

FOR MORE DETAILS OF OUR STOCK

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USED UNITS.

1954 BEDFORD S-type platform, R6 engine.

1958 LEYLAND Comet 100 tractor unit, B.T.C. coupling, Tasker low-loader trailer, 16-ft. well.

1959 AUSTIN-B.M.C. long-wheelbase platform truck, 6-cylinder B.M.C. diesel.

1958 FORD Trader 6D van, 14 ft. by 7 ft. 6 in. by 7 ft.

1957 COMMER TS3 6-wheeler, Boyes axle.

1957 DODGE 6-ton tipper, P6 engine.

1947 BEDFORD 29-seater bus, petrol engine, clean condition.

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1958, December, Thames Trader 7-ton short-wheelbase tipper, £650.
1957, November, Thames Trader 5-ton 4-cylinder diesel long-wheelbase drop-side, £450.
1956 FORD Thames 4-ton diesel 4D drop-side, £325.
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1956 DODGE Type 146, R6 8-ton, 18-ft. platform, £325.

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1960 FORD Trader 7D long-wheelbase tipper, £675.
1960 DODGE 6-wheel long-wheelbase tipper, Leyland engine, £1,650.
1959 AUSTIN 7-ton long-wheelbase tipper, 16-ft. body, £775.
1958 LEYLAND Comet long-wheelbase coal tipper, £725.
1961 AUSTIN J4 van, 6,000 miles only, £375.
1960 AUSTIN B.M.C. 7-ton short-wheelbase tipper, 22,000 miles, £725.

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1958 BEDFORD Hawson CA van, one owner, first-class condition, choice of two, from £250.
1956 BEDFORD 3-ton petrol Spurling van, £175.
1958 COMMER Karrier 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle, £425.
1957 AUSTIN 30-cwt. diesel van, one owner, £285.
1956 FORD 7-cwt. van, excellent condition, one owner £175.
1955 FORD 4D 2-ton diesel drop-side truck, one owner, £185.

BEDFORD HOUSE,
CHISWICK HIGH ROAD,
CHISWICK, W.4.
Chiswick 6741. 938-402

Used Goods Vehicles (contd.)

SPA GARAGE (LEEDS), LTD.,
MEANWOOD ROAD,
LEEDS, 7.
Phone, Leeds 34884-5,
EVENINGS 688516.
FOR
ALBION. LEYLAND. COMMER.

NEW 26-ft. Boden trailer, 4-in-line, 10.00 x 20 tyres, platform body with headboard.
1961 COMMER TS3, Scammell tractor unit with 22-ft. Scammell trailer, all alloy body with fixed sides, twin-ram front and rear, cost over £3,000 only three months' old, a bargain at £2,400.
1959 COMMER TS3, air brakes, 18-ft. platform, detachable cattle container, £1,100.
1959 DODGE long-wheelbase, Leyland engine, excellent tyres, 9.00 x 20, platform body, with cattle container, £1,250.
1958 FORD Trader, 6D, 9.00 x 20 tyres, 22-ft. platform body, excellent condition, £525.
1958 BEDFORD 7-ton long-wheelbase, Comet engine and drop-side body, good tyres, excellent condition.
1957 ATKINSON twin steer, 5LW engine, 10.00 x 20 tyres (good), twin-ram gear, 21-ft. alloy body, £1,050.
1956 ALBION Clydesdale, Leyland engine, 20-ft. platform, 10.00 x 20 tyres.
1955 ALBION Reiver, Albion engine, 22-ft. platform body, ready for immediate use, £475.
1955 BEDFORD, R6 engine, platform body, 8.25 x 20 tyres, £325.
1955 BEDFORD Scammell tractor unit, £200.
1952 SEDDON Mk. V tractor unit, P6 engine, fifth wheel coupling, good tyres, Eaton 2-speed axle, choice of two, £150 each. 938-234

WILLIAMS MOTOR CO. (MANCHESTER), LTD.,
FOR ALL ROOTES PRODUCTS.
HAVE THE FOLLOWING
USED VANS
FOR SALE:—

1959 AUSTIN 30-cwt. van (petrol).
1959 TROJAN 25-cwt. van (diesel).
1958 MORRIS 20-cwt. van (diesel).
1958 AUSTIN A55 van (petrol).
1958 TROJAN 20-cwt. personnel carrier (diesel).

NO REASONABLE OFFER REFUSED. TRADE INQUIRIES WELCOMED.
PHONE, CALL OR WRITE.

TRAFFORD STREET,
DEANSGATE, MANCHESTER, 3.
Phone, DEA 8781 (day), PYR 3514 (night). 938-255

FERRARIS OF CRICKLEWOOD LTD.,
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Open 8.30 a.m. to 5.30 p.m. Monday to Saturday.
Gladstone 2234-5-6-7.

NEW DODGE trucks for early delivery.
NEW Thames 15-cwt. vans and trucks, also 12-seaters.
NEW Thames Trader diesel trucks and chassis-cabs.
NEW MORRIS vans, ½-ton-30-cwt., J2, J4 and LD.
ALL the above vehicles available from stock.
1960 Thames 15-cwt. van.
1957 Thames 3-ton short-wheelbase 4D diesel truck.
1960 MORRIS Mini-van, usual extras, excellent condition.
1959 BEDFORD Workobus, one owner, excellent condition.
1956 Thames 4D 4-ton 1,350-cu.-ft. Luton.
1957 BEDFORD 700-cu.-ft. Luton.

938-278

BIRMINGHAM COMMERCIAL OFFER:—

NEW MORRIS 30-cwt. and 5-ton Luton vans, 1,250 and 1,650 cu. ft.
NEW DODGE tractor and 26-ft. trailer.
1957 B.M.C. Luton, 1,500 cu. ft., £650.
1959 BEDFORD 3-ton boxvan, £295.
1960 COMMER TS3, £850.
1954 FODEN 6-wheel, long wheelbase.
1957 ATKINSON 8-wheel tipper.

TERMS AND EXCHANGES.

BIRMINGHAM COMMERCIAL MOTORS,
WRIGHT STREET,
REAR OF 560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437. 938-159

Used Goods Vehicles (contd.)

ATKINSON VEHICLES (SCOTLAND), LTD.,
CARLISLE ROAD,
AIRDRIE 2881-2.

NEW ATKINSON 8-wheeled double-drive, fitted Gardner 6LX, 6-speed gearbox, air brakes, chassis and cab.
NEW ATKINSON 4-wheeled tractor unit, 6LX diesel engine, 6-speed gearbox, double helical axle, complete with fifth-wheel plate.
NEW ATKINSON light 6-wheeler, fitted 5LW, 5-speed gearbox, suitable for 22-ft. platform.
1960, October, LEYLAND Octopus 8-wheel single-drive, 600 engine, air brakes.
1958 ATKINSON 8-wheeled tipper, double drive, 6LW, Pilot underfloor gear, automatic lubrication, 25-cu.-yd. body.
1956, December, ATKINSON, underfloor 5LW, 20-ft. platform.
1954 E.R.F. twin steer, fitted 5LW, 21-ft. platform.
1954 E.R.F. 4-wheeled 21-ft. platform, fitted 5LW.
E.R.F. Tractor, fitted 6LW, fifth-wheel plate.
E.R.F. Tractor, fitted 5LW, fifth-wheel plate.
NEW tandem Northern trailer, 27-ft. platform, 10.00 x 20 tyres, air brakes.

NORTH OF SCOTLAND REPRESENTATIVE:
MR. A. LITHGOW.
Phone, Aberdeen 41051. 938-317

J. ASHALL AND SON (ENGINEERS), LTD.,
WINDLE CITY GARAGE,
MOSS BANK ROAD,
ST. HELENS.
Phone, St. Helens 6381.

1960 Thames Trader 108-in.-wheelbase steel-body tipper, £685.
1959, November, Thames Trader 160-in.-wheelbase double-drop-side truck, 8.25 x 20 12-ply tyres, £575.
1959, November, Thames Trader 6-wheeler with County third axle, Eaton 2-speed axle, alloy tipper body, 20-ft. by 5-ft. sides, twin-ram tipping gear, £1,150.
1957 Thames Trader 5-ton U-shaped tipper, £450.
1956 B.M.C. 7-ton power steering, 2-speed axle, £575.
1957 SEDDON diesel tipper, drop-side body, Fibre-glass cab, very clean, £595.
1952 LEYLAND Royal Tiger 41-seater coach, £1,150.

938-238

NEW LEYLAND Beaver tractor chassis-cab with P680 engine and fifth-wheel coupling.
NEW LEYLAND Comet CS3 tipper, Pilot gear and 12-cu.-yd. alloy body.
NEW ALBION Super Reiver Model RE29AN chassis-cab.
NEW ALBION Reiver Model RE25AN chassis-cab.
NEW ALBION Reiver Model RE27AN chassis-cab.
NEW ALBION Chieftain Model CH3AXL chassis-cab.
NEW SCAMMELL 123-ft. 10-ton platform trailer.
NEW BEDFORD TK diesel 4-ton drop-side truck.
1957, October, BEDFORD Luton van, approximately 1,500-cu.-ft. passenger chassis with Leyland engine, in very good condition.
1955 LEYLAND Octopus long-wheelbase platform truck.
1947 BRISTOL 31-seater buses.
1947 LEYLAND 31-seater coach.
JEFFREYS COMMERCIAL MOTORS. Phone, Swansea 72415 (three lines). 938-131

VIGO MOTORS.

1959 STANDARD 15-cwt. van.
1959 BEDFORD 15-cwt. van.
1955 BEDFORD 10-cwt. van.
1959 BEDFORD Workobus.
1960 Workobus.
1959 BEDFORD 15-cwt. Luton van.
1959 BEDFORD 5-ton truck, petrol engine.
1958 5-ton tipper, diesel engine.
1953 5-ton tipper, diesel engine.
1957 MORRIS 5-7-cwt. van.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 938-141

FOR YOUR
USED COMMERCIAL
COME TO
DOE BROS. (MOTORS), LTD., OF MALDON.
WE OFFER THE BEST AT THE LOWEST COST.

1958 Trader 7-ton tipper, clean, good condition.
1958 Trader 7-ton tipper, clean, good condition.
1953 BEDFORD 3-ton tipper, good order.
1955 COMMER TS3 7-ton truck, good condition.
1955 Thames tipper with Perkins.
1939 BEDFORD 29-seater coach, ideal for private use. 938-247

RICHARDSONS.

NEW SCAMMELL 12-ton 25-ft. drop-side semi-trailers, immediate delivery.
NEW B.T.C. 15-ton 25-ft. 4-in-line semi-trailers, immediate delivery.
USED B.T.C. 15-ton 25-ft. 4-in-line artic. trailers, excellent condition.
1959 COMMER TS3 diesel 7-ton 18-ft. drop-side truck, 9.00 x 20 tyres, etc.
1960 Trader diesel 7-ton medium-wheelbase tipper.
1960 Trader 7-ton short-wheelbase tipper.
1960 Trader diesel 7-ton long-wheelbase tipper.
1958 BEDFORD diesel medium-wheelbase tipper, 9.00 x 20 tyres, normal control, very clean.
1958 BEDFORD diesel short-wheelbase tipper, forward control, 9.00 x 20 tyres, Bedford engine, exceptionally clean.
SCAMMELL-TYPE 10-ton 21-ft. semi-trailer drop-side, 7.50 x 20 tyres.
STEEL drop-side tipper bodies, fitted to Trader 138-in. and 160-in. chassis, Edbro or Pilot gears, one-day delivery.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, Birmingham. Phone: Broadwell 1840 and 2800. 938-237

COOMBS SERVICE STATION (GUILDFORD), LTD.

BY-PASS ROAD, GUILDFORD,
FOR ALL
FORD TRADER INQUIRIES.
PLEASE PHONE GUILDFORD 62962.

SPECIAL OFFER:—

5 TON MORRIS 6-cylinder truck, in good working condition, £250.
1959 7-ton 160-in. Trader truck, choice of two, £600.

PLEASE PHONE GUILDFORD **62962.** 938-399

1960 A.E.C. 8-wheel Mammoth tipper, as new.
1959 ALBION Chieftain tipper.
1960 BEDFORD 6-wheel drop-side.
1956 BEDFORD 7-ton long-wheelbase diesel tipper.
1960 COMMER 7-ton long-wheelbase diesel tipper.
1958 DODGE 6-wheel Twin Steer tipper, Leyland engine.
1959 FODEN 25-ton tractor.
1961 FORD Trader long-wheelbase tippers, choice of five.
50 Vehicles in stock including new Super Reivers and all Leyland chassis.
COMMERCIAL MOTORS (CLAY CROSS), LTD., Clay Cross, Derby. Phone, Clay Cross 3302—night extension. 938-92

1955 LEYLAND Octopus, overdrive, platform 25-ft., bargain £785. Dyson 4-wheel 8-ton drawbar tipping trailer £225. Walker and Son (Hauliers), Ltd., Ollerton Rd., Tuxford, Newark, Notts. 940-6057

1960 DODGE 7-ton platform truck, 2-speed axle, air brakes, good condition, £875.
1959 B.M.C. 5-ton diesel trucks, 18-ft. bodies, good condition, choice of three from £485.
1959 Thames Trader 7-ton tipper, choice of five from £525.
1960 Thames Trader 6-wheeler, 23-ft. platform truck, completely overhauled, guaranteed, £825. Arnold 7771. 938-158

1958 ATKINSON 8-wheel tipper with Pilot gear and alloy body, 64,000 miles.
1960 Trader 6-wheel platform, 5-speed box.
J. AND P. BEVAN, LTD., Clarence Terrace, Swansea. 52142. 938-520

CENTRAL GARAGE,

AUTHORIZED
LEYLAND, ALBION DEALER.
BARNSLEY ROAD, SOUTH ELMSALL,
NEAR PONTEFRACT.
Phone, South Elmsall 276-7-8.

ALBION Reiver, 1955, fitted with Albion engine and platform body.
ALBION Reiver, 1958, Leyland engine, 6-speed gearbox, platform body.
ALBION 8-wheeler, 1954 (December), 23-ft. platform, very clean.
BEDFORD, 1959, with Boys third axle, 2-speed axle. Bedford diesel and 22-ft. drop-side body.
COMMER TS8, 956, long-wheelbase tipper.
COMMER TS3, 1958, tipper with Boys third axle, alloy drop-side body.
LEYLAND 8-wheeler, 1953, air brakes, 24-ft. platform body.
DODGE normal-control 1958 long-wheelbase tipper with Leyland engine and 2-speed axle.
ALBION Clydesdale, 1959, short-wheelbase chassis and cab suitable for tractor.
MORRIS B.M.C., 1960, 7-ton long-wheelbase tipper, with alloy body.
ALBION Chieftain, 1955, with platform body and canopy over cab.

TERMS AND PART-EXCHANGES.
CENTRAL GARAGE,
SOUTH ELMSALL. 938-220

W. HAROLD PERRY, LTD.,

MAIN FORD DEALERS,
FINCHLEY.

NEW vehicles for immediate delivery.
THAMES 5-cwt. vans.
THAMES 10-, 12- and 15-cwt. vans.
THAMES 12-seater.
THAMES Trader 7-ton 6D diesel tipper, steel body.
1960 AUSTIN A35 van, blue, low mileage and heater, immaculate, £300.
1959 Thames 5-cwt. van, £250.
1959 Thames 12-seater estate van, 19,000 miles, radio and heater, £450.
1960 Thames 7-cwt. van, £285.
1954 HILLMAN estate van, heater, very clean vehicle for the year, £210.
1959 Thames Trader 7-ton 6D diesel long-wheelbase platform truck on 9.00 x 20 tyres, excellent condition, £760.
1959, October, BEDFORD Workobus, long wheelbase, 15,000 miles only, 2-tone, heater, £375.
1959 Thames Trader 6D diesel 7-ton 7-cu.-yd. hydraulic tipper trucks on 9.00 x 20 tyres, new metal bodies and Anthony tipping gears, choice of three, £795.
1960 Thames Trader 6D diesel, 7-ton 7-cu.-yd. hydraulic tipper trucks on 9.00 x 20 tyres, new metal bodies and Anthony tipping gears, choice of four, £895.
USED commercial vehicle department, 297 Ballards Lane, North Finchley, N.12.

HILLSIDE **8888.** 938-324

NORMAN REEVES MOTORS, LTD.,

215 HIGH STREET,
UXBRIDGE, MIDDX.
Phone, Uxbridge 33444.

FOR new light vans and heavy commercials. 938-465

DICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Luton, Beds, offer:—
1958, October 24, 7-ton Trader platform truck, 18-ft. body, diesel, £560.
1955, October 18, COMMER 7-ton TS3 diesel platform, alloy frame, wooden floor, £285.
1959, July, FORD Trader 3-ton 4D diesel tipper, Anthony underbody gear, 11-ft. body, low mileage, good condition, taxed December, £525.
1956 MORRIS 5-ton drop-side truck, reconditioned engine, 16-ft. 6-in. body, £125.
1953, November 26, BEDFORD 7-ton drop-side truck, taxed to December, 16-ft. body, £85.
1958 MORRIS JB van, 10-12-cwt., £175.
1958 BEDFORD CA van, £185.
1958 BEDFORD Grafton Grosvenor 12-seater, respraved as new, £320.
1948 5-ton AUSTIN petrol drop-side truck, well shod, taxed to December, £100.
1960 BEDFORD CAVL long-wheelbase van, red, £325.
DICKINSON AND ADAMS, Luton 51221. 938-507

1950 Willys JEEP, M.o.T., £75.
1958 FORD Thames 7-cwt. van, £210.
1958 FORD Thames 4-ton 4D truck, very good condition, £425.
1958 DODGE 6-ton tipper, good condition, £375.
1955 BEDFORD Workabus, 12-seater, new engine just fitted, £200.
1958 BEDFORD Dormobile caravan, two berths, £460.
1957 BEDFORD 7-ton long-wheelbase drop-side diesel truck, £425.
1957 AUSTIN 15-cwt. Omnivan, good condition, £285.
1960 AUSTIN 5-ton truck, diesel, P6 engine, £100.
DORMOBILES or 12-seaters for sale or hire.
CONTRACT hire of Land Rovers and light vans. Apply for terms.
COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 938-253

1959 FORD Trader, petrol, 4,000 miles only, fitted new horsebox body for four, Fibreglass skinned, side and rear loading, £1,400.
AUSTIN 3-, 5- and 7-ton chassis-cabs with heavy-duty equipment from stock at list price.
AUSTIN J4 pick-up, list price.
CHAMBERS ENGINEERING, Western Turville, Aylesbury. Stoke Mandeville 2282. 938-336

PERCY D. SLEEMAN, LTD.,

LONDON COMMER DEALERS.
NEW IMMEDIATE DELIVERY.

7-TON COMMER 13-ft. 6-in.-wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearbox, and air brakes.
COMMER tractor with Scammell couplings.
1961 COMMER tractor, Scammell coupling and trailer, small mileage.
1960 LEYLAND Comet, 21-ft. platform body.
1955 ALBION Chieftain, 18-ft. body.

38 UXBRIDGE ROAD,
EALING, W.5.
Ealing 7987. 938-333

Used Goods Vehicles (contd.)

COOMBS SERVICE STATION (GUILDFORD), LTD.,

BY-PASS ROAD, GUILDFORD.
Please phone, Guildford 62962.

SPECIAL OFFER:—

1959 BEDFORD Utilibus, £350.
1959 BEDFORD 10-12-cwt. van, £250.
1957 STANDARD pick-up, £175.
1956 STANDARD 6-cwt. van, £100.
1959 COMMER 8-cwt. van, £225.
1959 AUSTIN A50 pick-up, £275.
PLEASE phone Guildford 62962. 938-401

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD.,

WALTHAM ABBEY,
ESSEX.
Waltham Cross 27321.

A New BEDFORD 4-ton normal-control chassis-cab.
A New LEYLAND Super Comet 14SC-11R chassis-cab.
NEW BEDFORD 7½-ton TK, forward-control, chassis-cab, 350 diesel engine, 5-speed gearbox.
NEW SCAMMELL 12-ton 25-ft. straight-frame semi-trailer platform.
NEW BEDFORD 6-ton, normal control, 120-in. wheelbase, 2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).
1949 SCAMMELL 3-ton mechanical horse, excellent condition with new 3-ton trailer, £325.
1946 BEDFORD 2-ton hand tipper, £125.
1957 BEDFORD 15-cwt. van, £235.
1958 BEDFORD 15-cwt. van, £265. 938-343

MORRIS diesel 5-ton tipping lorries, ex County Council, in good running order, choice of four, bargains, £125 each.
FORD 5-ton tipper, 4D diesel, July, 1956, taxed December, drop-side steel body, good runner, £195.
1952 BEDFORD 2-3-ton long-wheelbase drop-side truck, very good condition, taxed and ready for use, £95.
1956 BEDFORD diesel A-type 5-ton tipper, in very good condition, £295.
1953 E.R.F. 7-ton tipper, 4LW Gardner engine, 5-speed gearbox, very good condition, £350.
SOUTH MIDLANDS ENGINEERS, Stratford Rd., Shipston-on-Stour. Phone 624 and 612. 938-39

1960 FORD Trader 7-ton 160-in.-wheelbase platform truck, excellent condition throughout, £695.
1958 FORD Trader long-wheelbase fixed-sided tipper, £595.
1957 FORD Thames 4D long-wheelbase drop-side tipper, £195.
1956 BEDFORD S-type P6 tipper, steel fixed-side body, in very good condition mechanically, well tyred, £250.
SANDICLIFFE GARAGE, LTD., Stapleford, Nottingham. Phone, Sandiacre 2234. 938-108

SEDDON 1959 (November) 6-wheel 24-ft. flat, Leyland engine. E.R.F. twin-steer 6-wheel flat, £550. 1960 (August) B.M.C. high-sided coal tipper, £895. A.E.C. Mercury 8½-ton 22-ft. flat, £850. Commer P6 drop-side truck, 3-4-ton, £285. Atkinson short-wheelbase tipper, £245. 1958 Bedford 7-ton truck, 300 diesel, 2-speed axle, £495. 1954 Bedford 7-ton R6 chassis and cab, £175. 1958 Bedford 6-ton, 300 diesel, flat, £450. 1958 Bedford 7-ton short-wheelbase tipper, £375. 1956-57 Bedford 7-ton flats from £150. E.R.F. 7-ton flats, Gardner and A.E.C. engines, cheap to clear. 1954 Ford 4D truck, £195. 1949-51 Seddon 6-ton flats from £100. Sentinel 7-ton flat, £450. 1955 (December) Thornycroft 5/6-ton coachbuilt van, £525. Bedford P6 articulated flat, £195. Guy Otter Luton van, 1953, £325. Bedford Luton vans, diesel, choice of three from £225. No reasonable offer refused. H.P., part-exchanges arranged. Henry Eaton, Ltd., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 938-291

1956 COMMER 25-30-cwt. Luton-type van, exceptional condition, only carried light displays, £325.
1956 COMMER 3-ton boxvan, genuine mileage 50,000 miles, recently overhauled, brakes relined, cost £1,000, £365.
1957 MORRIS 25-30-cwt. diesel van, respraved, immaculate condition, £245.
1955 COMMER 25-cwt. van, only carried light articles, 52,000 miles, one owner, maintained by public company regardless of cost, £175.
G. E. HARPER, LTD., London Rd., Stevenage, Herts. Phone 700. 938-276

SOUTHERN COUNTIES GARAGES, LTD.,

CRAWLEY, SUSSEX.

AGENTS for Austin, Ford and Standard commercials; always in large selection of new and used vans and trucks.
NEW Thames Trader 4-ton drop-side truck, 152-in. wheelbase.
NEW AUSTIN 4-ton 404 forward-control chassis-cab, diesel.
NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.
1960, May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £895.
1959 Thames 2-ton van with 4D engine, £425.

CRAWLEY **20191** (SIX LINES). 938-363

Used Goods Vehicles (contd.)

CHURCH ROAD MOTORS
(SOUTHEND-ON-SEA), LTD.

1959. July, DODGE 6-ton 6-yd. diesel tipper, steel drop-side body, completely retyred, a super vehicle in every way, bargain, £750.
1959 FORD Trader 7-ton truck, a specimen vehicle, £875.
1951 ALBION 5-ton platform truck, 4-cylinder diesel engine, well tyred, ex brewery, £275.
1959 BEDFORD 7-ton tipper, low mileage, one owner, £675.
IMPERIAL GARAGE, Hadleigh, Essex. Phone, Southend-on-Sea 557271 (10 lines). 938-397

1960 Trader artic. unit, £770.
OR with 22-ft. trailer, £1,100.
1958. October, Trader, 7-ton, 6-yd. drop-side Anthony tipper, one owner, £595.
1958 BEDFORD 300-cu.-in. artic. unit and low-load trailer with knock-out axle, £800.

PERCY HENDY, LTD.,
VINCENTS WALK, SOUTHAMPTON.
Phone 28331.
THAMES HOUSE, CHANDLER'S FORD.
Phone 2271. 938-405

NEW COMMER 2-ton walk-thru van, diesel engine, immediate delivery, list price.
1957 COMMER 30-cwt. super capacity, diesel engine, good condition, £250.
PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross. Phone, Denham 2716, Gerrards Cross 2545. 938-311

HENSMANS, of Brentwood 5252, offer:—
1956 MORRIS diesel 3-ton drop-side truck, £235.
1955 AUSTIN A55 pick-up, resprayed, £285.
1959 Thames 12-seater, fawn, £410.
1956 Thames 3-ton 4D boxvan, 750 cu. ft., £225.
1955 LAND ROVER, petrol, good condition, £210.
1957 Thames 5-cwt. van, low mileage, resprayed, £225. 938-396

1959 B.M.C. 7-ton 7-cu.-yd. short-wheelbase tipper, Pilot body with double underfloor gear and Eaton 2-speed axle, £775.
1959 FORD 7-ton Trader, 160-in. wheelbase, with drop-side truck body, £650.
1959 FORD 7-ton truck, £650.
GILBERT RICE, LTD., 2-14 Worthing Rd., Horsham. Horsham 4331. 938-377

NEW CENTRAL MOTORS. Balham 2086.
AUSTIN 5K 5-ton double-drop-side truck, tyres as new, heater, taxed, one owner, excellent condition, £175.
1960 (Late) Thames 5-cwt. van, heater, passenger seat, small mileage, one owner, choice of two, £240 each.
1959 BEDFORD CA 10-cwt. van, recently fitted recon. engine, excellent condition, £190.
1956 Model AUSTIN A40 countryman, recon. engine, immaculate condition, £235.
220 TRINITY ROAD, Wandsworth, S.W.18. 938-344

1954 4-ton short-wheelbase DODGE petrol tipper.
1953 6-ton long-wheelbase DODGE petrol, high-sided body.
1953 6-ton long-wheelbase DODGE diesel double-drop-sided tipper.
1957 6D Trader short-wheelbase tipper.
RELIANCE GARAGE (NORWICH), LTD., Heigham St., Norwich. Phone 28911-5. 938-382

ORMSKIRK MOTORS, LTD.,
COUNTY ROAD, ORMSKIRK.
MAIN VAUXHALL-BEDFORD DEALERS.
PHONE, ORMSKIRK 2251-2-3.
AFTER 6 P.M., ORMSKIRK 4087.
938-207

ONE 1958 A.E.C. Mustang, one 1957 E.R.F. Twin Steer, three 1959 Commer 6-wheelers. Phone, Newport 59441. 938-328

LATE-TYPE Leyland, A.E.C., Fodens, all leading makes, 4- and 8-wheelers, also artics.; cash waiting. Percy D. Sleeman, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. 938-334

LEYLAND and E.R.F. pole wagon outfits for sale. Prices and details, apply Williams and Son, Bromyard. Phone 3133, 2171. 940-x9170

GORDON GARAGE (LEYTON), LTD.
BRAND-NEW BEDFORD Workobus and Utilabrakes.
BEDFORD 7½-ton TK with Leyland engine, available immediately.
1958 Thames 2-ton diesel van, £275.
209 219 LEA BRIDGE RD., Leyton, E.10. Phone, Leyton 8232. 938-461

Used Goods Vehicles (contd.)

Unclassified Wanted

ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. zzz-837

ALL types of commercial vehicles, also artic. units and trailers, cash waiting. Write, 48 Endbourne Rd., Liverpool, 9. Or phone Aintree 5466. zzz-977

SECOND-HAND heavy vehicles required, condition immaterial must be fitted 6LW engine, in working order, please write: 502 High Rd., Leytonstone, E.11. 938-69

NOTICE to fleet owners and hire-purchase companies.
WANTED urgently, an unlimited number of late-model flats and tippers, 4-wheel and multi-wheel, cash on sight.
WILDE AND BENNETT, LTD., Hadfield. Phone, Glossop 2902-3; after hours 2356. 938-242

LATE model commercials, cash settlement, distance no object.
T. RICHARDSON AND SON, LTD., 100 Dudley Rd. East, Oldbury, Birmingham. Phone, Broadwell 1840 and 2800. 938-235

ANY type of commercial vehicles wanted for dismantling. London. Duncan 2271. 938-289

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Phone, Tideway 4441-2-3. zzz-978

MORRIS-COMMERCIAL

THE CRAWLEY DOWN GARAGE, LTD., Snow Hill, near Crawley, Sussex, Copthorne 109-110, RETAIL dealers in MORRIS-COMMERCIAL, have in stock:—
MORRIS 3-ton FG diesel lorry, immediate delivery. 938-365

STEWART AND ARDERN, LTD.,
LONDON DISTRIBUTORS OF
MORRIS-COMMERCIAL,
MORRIS-COMMERCIAL HOUSE,
QUEENSBURY ROAD,
NORTH CIRCULAR ROAD,
WEMBLEY, MIDDLESEX.
Alperton 2121.
AND AT
ACTON, STAINES, HARROW, GOLDERS GREEN, TOTTENHAM, DALSTON, ILFORD, SOUTHEND, CATFORD, CROYDON, SUTTON. zzz-897

PRINCES (SALES), LTD., Southampton 76301. New 7-ton MORRIS long-wheelbase chassis-cab, immediate delivery. 938-603?

New Goods Vehicles (contd.)

ONE LD5 30-cwt. van, immediate delivery.

AUTOMOTIVE SERVICES, LTD., MORRIS-COMMERCIAL dealers; sales, service and spare parts. 50a Overdale Rd., Ealing, W.5. Phone, Ealing 3652-3. zzz-985

WRAY PARK GARAGES, LTD. Reigate 2263-4-5-6. Distributors for East Surrey, part Sussex. 938-994

EAST GREENWICH GARAGE, LTD., have for early delivery all models including the new 12-cwt. and 18-cwt. diesel vans. Service after sales assured. Trafalgar Rd., London, S.E.10. Gre 4881. 938-45

SCAMMELL

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SPARSHATTS (METAL BODIES), LTD.,
MILLBROOK TRADING ESTATE,
SOUTHAMPTON.
Phone 72596.

NEW
SCAMMELL VEHICLES.
ALL TYPES,
EX STOCK.
PART-EXCHANGE WELCOMED.
ALL TYPES OF BODYWORK AVAILABLE. 938-205

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DENVER MOTORS, LTD.,
SEDDON DISTRIBUTORS. PERKINS SIGNHOLDERS
ALL MODELS PROMPT DELIVERY.

HARROW ROAD,
LEYTONSTONE, E.11.
Phone, Maryland 3381-2. zzz-970

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 46674. Distributors for Nottinghamshire. Full range of spares available. Service and sales. zzz-928

New Goods Vehicles (contd.)

HALLS (FINCHLEY), LTD.,
886-902 HIGH ROAD,
NORTH FINCHLEY, N.12.

SEDDON diesel vehicles. Full range new freighters, tippers, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

WRITE OR PHONE FOR BROCHURE.

HALLS (FINCHLEY), LTD.
PHONE, HILLSIDE 1044-9. zzz-877

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PUTTOCKS, LTD.

STANDARD commercial vehicle distributors.

IMMEDIATE delivery offered:—

ATLAS Major vans, now offered at £450, and the Atlas Major pick-up, £440.

HIGH ST., Guildford, Surrey. 5391. 937-387

TROJAN

NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus; full range of spares and first-class service from:—
WILLIAMS MOTOR CO. (MANCHESTER), LTD., Trafford St., Manchester, 3. Phone, Deansgate 8781-5 for all information. zzz-615

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Middlesex. Early delivery Kombi, Microbus, vans, pick-ups. 129 Old Brompton Rd., S.W.7. Fremantle 7711. zzz-919

UNCLASSIFIED

ALBION, new single- and double-drive Reiver, ex stock.

LEYLAND, new CS3-13R chassis and cabs, ex stock.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 938-467

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

TWO 1961 A.E.C. Reliance 41-seater coaches, Duple bodies, radios and heaters, low mileage. Apply, Muirhall Garage, Salsburgh. By Motherwell. Phone, Salsburgh 207. 938-6011

1951 A.E.C. 39-seater service bus, certified till 1964. 7.7 engine, excellent condition, full-front body, £375. Hedingham Omnibuses, Sible Hedingham. Phone 121. 938-6035

1960 Reliance Duple, £500, extras. Peter Sheffield, 206 Grimsby Rd., Cleethorpes, Lincs. 61325. 938-xA9063

1951 A.E.C. coach, 37-seater, good condition, £350.
BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs.
PHONE, Brownhills 2525-6-7. 938-491

ALBION

FOR sale owing to take-over of business. Two 1952 Albion Viators, 41 seaters, Duple bodies, oil engine. No reasonable offer refused. George Digby, Chapel Rd., West Bergholt, Colchester. Fordham 352. 938-329

AUSTIN

1960 AUSTIN J2 P.S.V., 17,000 miles, certificate of fitness until 30.6.67, £550. Martin Walter, Ltd., Canterbury. Phone 6131. 938-44

1960, December, 12-seater Kenecoach, perfect order, contract ceased, space required, cost new £900, accept £650. Phone, Hempnall 232, Norfolk. 938-xB9199

BEDFORD

1957 BEDFORD SB3 41-seater Duple Super Vega (petrol), radio, public address, heaters, Formica to side casings, wheel discs, etc., colours blue and silver, red patterned moquette, certificate of fitness 1964, immaculate vehicle throughout, £2,400. Silverwing Coaches, Ltd., 35a Spring Bank, Hull. Phone, Hull 35549 or North Cave 289. 938-6039

1954 BEDFORD Duple 39-seater all-metal service bus, exterior cream with red roof, wings and wheels, certificate of fitness 1964, works-reconditioned Mark II R6 diesel engine just fitted, excellent condition throughout, £1,350.
THE S.M.T. SALES AND SERVICE CO., LTD., 177-205 Finnieston St., Glasgow, C.3. 938-104

Used Passenger Vehicles (contd.)

1960 BEDFORD Super Vega SB3 petrol 41-seater coach, red interior, cream and blue exterior, radio, intercom., heater, first-class condition, mileage 40,000. Healing's Tours, Ltd., 45 Union St., Oldham. Main 6078. 939-6033

1958 BEDFORD 29-seater (petrol), new engine just fitted new tyres, certified 1965, colour cream, seating red, heater and H.M.V. radio, many extras, £1,575, no offers. Phone, Bristol 655127, or write Bernard Marshall, 658 Fishponds Rd., Bristol. 938-6054

1959 Model BEDFORD 11-seater P.S.V., certificate of fitness until 17.11.65, £125. Martin Walter, Ltd., Canterbury. Phone 6131. 938-43

V. COLEMAN,
166 MAIN ROAD,
SUNDRIDGE, KENT.
Brasted 291.

BUSINESS of long standing with office, etc., good parking for coaches, lorries and cars, approximately eight acres of freehold land, frontage 600 ft. Write or phone as above, also Orpington 20824. 938-315

1958, September BEDFORD 22-seater bus, cream, cost new £2,000, 30,000 miles, good tyres all round, £675. A. Owen, Ltd., 72-4 Park Hill, London, S.W.4. Mac 7211. 938-62

1957 SB3 BEDFORD Duple 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heater, wheel trims, public address and radios, excellent order throughout, offers required.

1952 BEDFORD 33-35-seater Duple, blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secures.

THESE vehicles must be sold.

LAMBERTS OF KINGSTON, LTD., Latta London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines), or, after hours, Molesey 6929. 938-21

1952 BEDFORD Gurney Nutting 37-seater, plus courier, certificate of fitness March, 1962, space required, to clear, £ 50. Empress Coaches, 240 Cambridge Heath Rd., London, E.2. Advance 5775. 938-146

1960 BEDFORD diesel Super Vega, red-cream exterior, red-grey interior, heaters, quarter lights, 25,000 miles only, unwritten except waist glass and legal, seen West Essex, £3,250. Box CM388, care of "The Commercial Motor." 938-298

Used Passenger Vehicles (contd.)

BEDFORD Vista, high back seats, very clean, far above average all round, first reasonable offer accepted. Killick and Vincent, Dallington, Heathfield, Sussex. 938-254

1948 OB-type BEDFORDS with late-type Beadle 29-seater bus bodies, one-man control, in excellent mechanical and body condition, choice of two, £225-£240 each.
ALEXANDER AND WALKER, LTD., Weston Sub Edge Station, Bretforton, near Evesham, Worcs. 938-416

1953 BEDFORD Burlingham Seagull, 35 full luxury seats and courier, interior blue-grey, exterior 2-tone blue, heater, demister, roof vents, link mats, wheel discs, twin fog lamps and marker lights, linen head rest covers, low mileage, well maintained coach, open to any examination, certified April, 1963, £1,450. C. Wright, Penycae, Wrexham, Rhos 74. 939-x9201

TOM BYATT (STOKE), LTD.,
VAUXHALL AND BEDFORD MAIN DEALERS.

1960 BEDFORD petrol 8-ft. Duple Super Vega coach, exterior green and grey, in first-class condition, one owner, certificate of fitness 1967, choice of two, £2,950.

TOM BYATT (STOKE), LTD.,
VICTORIA ROAD,
FENTON, STOKE-ON-TRENT,
STAFFORDSHIRE.
Phone, Stoke-on-Trent 48541 (eight lines). 938-477

BEDFORD Duple Super Vegas, 1956, 41-seats, 1955, 36 seats, choice of two, all with roof and quarter lights, radio and heater, painted cream-black with autumn tint interior, these vehicles have been completely overhauled, repainted and relaxed last April, they are immaculate in every way, only used on tours and private hire, must be seen, certificates of fitness, 36-seater 1965, 41-seater 1966, H.P. terms available.
FLIGHT'S TOURS, LTD., Coach Station, Berners St., Lozells, Birmingham. Northern 0941. 938-430

1961 BEDFORD 41-seater Duple diesel, £3,350; 1959 Bedford 41-seater Plaxton diesel, £2,950; 1959 Bedford 29-seater Duple Vista, £1,850.
CONWAY HUNT, LTD., Box Rd., Ottershaw. Phone, Ottershaw 461, day and night. 938-390

1955 BEDFORD, petrol, 8-ft. 36-seater Duple, certificate of fitness 1965, heaters, red and ivory, excellent condition, £1,500. Balmes Coaches. Phone, Otley 2200. 939-x9117

Used Passenger Vehicles (contd.)

KIRKBY AND SONS (SALES), LTD.,
SOUTH ANSTON,
NEAR SHEFFIELD.

LOOK! LOOK! LOOK!

AT THESE PRICES.

1959 BEDFORD SB3 41-seater Plaxton Embassy, radio and heater, blue and ivory exterior, choice of four, certificate of fitness 1966, price from £2,650.

1957 BEDFORD SB3 41-seater Duple Super Vega, fitted radio, microphone, heaters, quarter roof lights, tubular racks, moquette to side casings, wheel discs, certificate of fitness 1964, excellent condition, choice of two, price £2,350.

1956 BEDFORD 41-seater Burlingham Plaxton and Yeates, certificate of fitness 1966, choice of three only, price from £1,995.

1955 BEDFORD 36-seater Duple Vegas, choice of two excellent vehicles, certificate of fitness 1965, price £1,695.

1954 BEDFORD 36-seater Duple Plaxton and Burlinghams, certificates of fitness 1964, from £1,350 to £1,600.

1953 BEDFORD 37-seater plus courier Plaxton, red moquette, radio, heaters, certificate of fitness 1963, price £1,275.

1951 BEDFORD 33-seater Plaxton, choice of two, £650.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY-TESTED COACHES.

Phone, Dinnington 541 (four lines) by day.

NIGHT PHONE, MANSFIELD 5395, DINNINGTON 577, WORKSOP 2963.

Southern Area, phone, Tavistock 2739.

938-215

1961 BEDFORD Plaxton luxury coach, J2S diesel, 17 seats, chrome discs, quarter lights, heaters, radio and amplifier, many other extras, colour silver and blue, low mileage, £700 under cost at £2,700. Watson, 25 Thorne Park Rd., Torquay. Phone 65194. 938-x9169

Bedford Wanted

41-SEATER BEDFORD with 7-ft. 6-in. body.

CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, Ottershaw 461, day and night. 938-393

COMMER

1956-57 COMMERS, Duple-Plaxton, choice four, all extras, Peter Sheffield, 206 Grimsby Rd., Cleethorpes 61325. 938-xB9063

1948 COMMER 30-seater coach, reconditioned engine, 2,000 miles, good tyres, very good condition throughout, £225. Phone or call. South Wimbledon Motors, Ltd. Liberty 1162. 938-171

DON EVERALL (COMMERCIAL VEHICLES), LTD.

1960 COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., 40,000 miles only, available January 1, can be painted to your instructions and delivered for £3,300 each; choice of six.

1959 COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., as above, three only, £2,900 each.

1958 COMMER TS3 41-seater Duple and Plaxton coaches, ex our own fleet, choice of 10, overhauled and painted to your instructions, £2,600 each.

1957 COMMER Beadle, fitted A.E.C. 5-speed gearboxes, 41-seater coaches, choice of front and centre entrances, only a few of these very exceptional coaches left in stock, £2,600 each.

1956 COMMER Beadle 41-seater coaches, as above, overhauled and recertified 1966, £2,200.

1956 COMMER TS3 41-seater Duple coaches, fitted heaters, etc., choice of overdrive or 2-speed axles, certified 1966, £2,000 each.

DON EVERALL (COMMERCIAL VEHICLES), LTD.,
34 CLEVELAND ROAD,
WOLVERHAMPTON 27081.

NIGHTS AND WEEK-ENDS, 32347 AND 22293.

938-134

1956 COMMER TS3 41-seater Duple, new engine, 5-year certificate, £2,350.

KINGSTON LUXURY COACHES, LTD., 43 Thames St., Kingston. Phone, Kingston 1155. 938-391

1959 COMMER Karrier 14-seater Plaxton, heaters, wireless, photos., £1,550.

COMMER 30-cwt., 1956, 14-seater personnel carrier, £250. Hop 4677. 938-x1967

CROSSLEY

1948 CROSSLEY Harrington 33-seater, certificate of fitness, very good order, open to any examination or trial, £125. Roman City, High Littleton, Timsbury 317. 938-x9203

1949 33-seater, full front, new tyres, certificate of fitness, excellent condition, engine overhauled, £175. Lock, Fastington, Stonehouse, Glos. Stonehouse 435. 938-x9204

DAIMLER

1952 DAIMLER coach, 37-seater, good condition throughout, 4 year certificate, £750.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs.

PHONE, Brownhills 2525-6-7.

938-497

Used Passenger Vehicles (contd.)

BIRD'S COMMERCIAL MOTORS, LTD.,
BIRMINGHAM ROAD,
STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136.
Grams, "Quicksale."

USED PASSENGER VEHICLES.

DAIMLER double-deck buses, fitted with 5-cylinder Gardner engines, recently reconditioned throughout, mechanically perfect, the bodies being in first-class order, two-year certificate of fitness, ready for service. 938-122

FORD THAMES

1961 THAMES Duple Yeoman, 41 seats, extra heater, Formica lining panels, Hydrovac braking, certificate of fitness 1968, immaculate, £3,300, three available. Yelloway Motor Services, Ltd., Weir St., Rochdale 3101. 939-17

LEYLAND

LEYLAND PD1, 1947, fitted 53-seater, low-bridge body with enclosed rear platform, certificate of fitness July, 1963, very good condition, £450. Gorman's Luxury Coaches, Rutherglen. Phone 809. 938-x9062

LEYLAND Royal Tiger coaches, 1951, 39-seater, in very good condition, price £950 each.

LEYLAND PS1, full-fronted coaches, 32-seater, in good condition, price £550 each.

HAULGO, LTD., West St., Havant, Hants. 938-27

1947-48 LEYLAND PD1 low-bridge double-deckers, all-metal M.C.W. bodies, 53-seaters, just released public corporation, excellent condition, from £250 each. Frating Works, Frating, near Colchester, Essex. Great Bentley 230. 939-6066

1953 LEYLAND Royal Tiger 39-seater Burlingham coach, certificate of fitness 1964, air brakes, heaters, radio. Hawkey's Tours, Newquay. 940-x9086

MORRIS-COMMERCIAL

1959 MORRIS Kenex County LD2 14-seater p.s.v., small mileage, equal to new.

BEECHES GARAGE (HANLEY), LTD., Leek Rd., Hanley. Phone 23836. 938-54

TILLING-STEVENS

1952 TILLING 37-seater Duple, current certificate of fitness, Meadows diesel engine, colours grey and green, in excellent condition, offers. Apply C. W. Banfield, Ltd. Phone, New Cross 5261. 941-6068

UNCLASSIFIED

BARNARD AND BARNARD, LTD.,
310-326 SYDENHAM ROAD,
LONDON, S.E.26.

NOW is the time to be arranging your 1962 programme.

WHY not let us quote you for your new Thames, fitted with Duple Yeoman, Plaxton Embassy and Harrington Cavalier bodies.

NEW Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

1961 Thames 41-seater, full-luxury Duple body, fitted with radio intercom., heater, in excellent condition throughout, small mileage, as new, certificate of fitness 1968; choice of two.

1960 BEDFORD Vega SB1 (oil engine), fitted with a 5-speed gearbox, 41-seater full-luxury Duple body, Formica side panels, heater, interior red moquette, exterior cream and green, in excellent condition throughout, certificate of fitness 1966.

1958-56-55 COMMER TS3 41-seaters, fitted with Plaxton or Duple bodies, many extras, interiors red moquette, all in good clean condition throughout, certificates of fitness 1966; choice of seven.

1956 BEDFORD Plaxton 41-seater full-luxury body, fitted with heaters, glass roof quarters, lift-up roof vents and many other extras, in immaculate condition throughout, certificate of fitness 1966.

1956 BEDFORD Super Vega 41-seater, full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 BEDFORD Vega 38-seater, full-luxury Duple body, fitted with heater, in good clean condition throughout, certificate of fitness 1966.

1952 BEDFORD Super Vega 37-seater, full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1952 A.E.C. 9.6 oil engine, 39-seater full-luxury, Whitson observation body, fitted with heater, in good clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega 33-seater, full-luxury Duple body, fitted with heater, in good clean condition throughout, certificate of fitness 1964.

1952 COMMER Avenger 33-seater, full-luxury Plaxton body, fitted with Eaton 2-speed axle, radio and heater, in good condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full-luxury Duple body, fitted with heater, in good clean condition throughout, now ready for recertification.

1950 AUSTIN Kenex coach, 12-seater, fitted with Perspex quarters, lift-up roof lights, heaters, in good clean condition throughout, certificate of fitness 1967; choice of two.

SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

WHY not call at our premises and inspect the finest selection of late-model vehicles in the country, or let us call on you and demonstrate anything you may require without obligation?

PART-EXCHANGES. HIRE-PURCHASE.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,
LONDON, S.E.26.
AFTER HOURS, BIGGIN HILL 2330.

938-404

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.,
THE LONDON COACH CENTRE,
L.T. GARAGE,
HIGH STREET, POTTERS BAR, MIDDX.
Phone, Potters Bar 52220 and 52229.

NEW A.E.C. Reliance, mounted Duple, Plaxton, Harrington coachwork for 1962, 30 ft., 31 ft. 5 in. or 36 ft., seating 41 to 51, early delivery, finished to instructions.

NEW BEDFORD SB3, SB5, SB8, mounted Duple, Plaxton, Harrington coachwork for 1962, delivery from January to Whitsun, finished to instructions.

NEW BEDFORD V.A.S., petrol or diesel, 29-seater Duple or Plaxton, early delivery.

IMMEDIATE delivery from stock:—

NEW BEDFORD SB5, 330-cu.-in. diesel, Duple 41-seater, Super Vega, glass roof quarters, heater, other extras, finished blue-grey, 2-speed axle.

NEW BEDFORD SB8 350-cu.-in. diesel, Plaxton 41-seater, glass roof quarters, heater, Formica panels, other extras, finished ivory.

NEW BEDFORD SB8, 350-cu.-in. diesel, Harrington 41-seater, glass roof quarters, heater, Formica panels, other extras, finished cream-red.

A SELECTION OF OUR USED COACHES.

BEDFORD.

1959 41-seater Duple, red moquette, heaters, new 300-cu.-in. diesel engine fitted, certificate of fitness 1966.

1958 41-seater Duple, petrol, heaters, Formica panels, certificate of fitness 1965, choice four.

1957 41-seater Burlingham, petrol, red moquette, red-cream, certificate of fitness 1964.

1957 41-seater Duple, petrol, heaters, Formica, cream-brown, choice two, certificate of fitness 1964.

1956 41-seater Duple, petrol, 2-speed axle, green moquette, grey-green, certificate of fitness 1966.

1956 41-seater Burlingham, petrol, red moquette, blue-cream, certificate of fitness 1966.

CHOICE of 20 1951-1955 BEDFORDS with Duple, Harrington, Plaxton, Yeates and Gurney-Nutting coachwork, 33-37 seaters, petrol engine, all with certificate of fitness, special prices to clear.

CHOICE of 10 1946-1950 BEDFORDS with Duple 29-seater Vista coachwork, suitable for works contractors, school contracts, mobile shops, etc., special prices to clear.

A.E.C.

1958 Reliance 43-seater Duple, front entrance, driver-operated door control, glass roof quarters, heaters, radio, many extras, certificate of fitness 1965, cream-blue.

1956 Reliance 43-seater Duple, central entrance, new engine fitted by A.E.C., new certificate of fitness issued November, 1966, grey-red.

1956 Reliance 37-seater Roe coachwork, central entrance, Michelin X tyres, red moquette, folding tables and glove nets to seats, maroon-cream, certificate of fitness 1966, ex large fleet owner, choice of six, can be converted to 41-seaters, exceptional condition.

1954 Reliance, 41-seater Duple, central entrance, red moquette, heaters, maroon-grey, certificate of fitness 1964.

CHOICE of several Mark III-IV Duple, Harrington, Plaxton, Burlingham, Yeates 35-39-41-seaters, all with certificates of fitness at special prices to clear.

LEYLAND.

1952 Royal Tiger, air brakes, 39-seater Thurgood, central entrance, blue-cream.

1951 Royal Tiger, 41-seater Harrington dorsal fin, air brakes, cream-red, certificate of fitness 1965; choice of two.

1950 Comet, 33-seater Burlingham, red moquette, maroon, cheap to clear.

COMMER.

1960 TS3, air brakes, 5-speed overdrive gearbox, Michelin X tyres, Duple 41-seater, top sliding windows, tubular heater, other extras, finished blue, certificate of fitness 1967.

1956 TS3, 41-seater Plaxton, full luxury, heater, other extras, cream-green, certificate of fitness 1966.

ALL USED COACHES OFFERED ARE SUBJECT TO BEING UNSOLD AND ARE OPEN TO ANY REASONABLE OFFER AFTER TEST.

PART-EXCHANGE NEGOTIATED.

HIRE-PURCHASE ARRANGED.

OUR forward buying policy will guarantee you early delivery of new Bedford petrol or diesel chassis with Duple, Plaxton, Harrington 1962 coachwork, and A.E.C. Reliance 30-ft. or 36-ft. Duple, Plaxton, Harrington coachwork to specification.

ARLINGTON MOTOR CO., LTD.,
P.S.V. MAIN DEPOT,
L.T. GARAGE, HIGH STREET,
POTTERS BAR, MIDDX.
Phone, Potters Bar 52220 and 52229.

WE LOOK FORWARD TO YOUR VISIT TO BRITAIN'S FINEST COACH CENTRE.

NEGOTIATIONS in connection with new and used passenger vehicles can be conducted with our depots at:—

HEAD OFFICE: NORTH LONDON.
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Howard 1266.

SOUTH WALES: CARDIFF,
NEWPORT ROAD, CARDIFF.
Cardiff 28734.

SOUTH-WEST: BRISTOL,
ARLINGTON/ALMA, LTD.,
VICTORIA STREET.
Bristol 27063.

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CORNARD ROAD, SUDBURY.
Sudbury 2301.

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25 VAUXHALL BRIDGE ROAD,
VICTORIA, S.W.1.
Victoria 6033.

938-201

Used Passenger Vehicles (contd.)

SOUTHERN COACH CENTRE.

THE JX 20 19-20-SEAT COACH.

LOW PRICE. LOW RUNNING COSTS.

ASK FOR DEMONSTRATION.

WE CAN GIVE IMMEDIATE DELIVERY.

PETROL OR DIESEL.

1961 TROJAN 13-seater plus courier de luxe coach, blue moquette, one owner, 10,000 miles only, two heaters, top order, £1,245.

1958 MORRIS Mini-bus 12-seater P.S.V., in superb order, extras, nominal mileage, £550.

1956 MORRIS Kenex diesel 13-14-seater coach, now being recertified and fitted new diesel engine, ideal for small operator, £895.

1960, November, P.S.V. BEDFORD 12-seater, face-forward seats, long wheelbase, very clean and genuine, £495.

1957 MORRIS Mini-bus, non-P.S.V., engine overhauled, nice condition, £285.

1958 AUSTIN Mini-bus, P.S.V., one owner, nice condition, taxed, heater, bargain, £525.

1960 TROJAN rural bus, fitted heaters, 12,000 miles only, in as new condition, this we can only describe as an absolute bargain, £795.

1961 Thames Seagull 61, 41 diesel, radio, P.A., two heaters, many extras, nominal mileage, unmarked, taxed, £3,350.

1959, July, BEDFORD diesel SB1 Vega, 41, heaters, radio, P.A., Formica quarter lights, wheel discs, step mat, specially finished interior, certified July, 1966, £3,075.

1959 BEDFORD Duple 41-seater, full luxury, radio, P.A., in excellent condition, nominal mileage, £2,550.

1951 A.E.C. 33-seater, certificate of fitness, engine very sound throughout, £695.

1952 BEDFORD Super Vega 33-seater, in above average condition, real bargain, £750.

1951 BEDFORD 35-seater Duple, much above average, certificate of fitness 1966, £1,100.

1950 COMMER Harrington 30-seater, a very attractive vehicle, certificate of fitness 1962, £295.

1950 COMMER Plaxton 33-seater, full front, extras, another bargain, £395.

1949-53 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £395.

1952 SENTINEL diesel 37-seater coach, recent chassis overhaul, certificate of fitness 1962, ready for work, £675.

1951 DENNIS diesel, Reading body, full-front 33-seater, another excellent vehicle, certificate of fitness June, 1965, 5-speed box, extras, bargain, £550.

1947 AUSTIN Kenex 30-seater, taken in part-exchange one dark, rainy night, buyers please come under similar conditions, £125.

SOUTHERN COACH CENTRE.

TELHAM SERVICE STATION,

BATTLE, SUSSEX.

Battle 2875.

PHONE, FREEFONE 319. 938-452

FRANK COWLEY.

200

BUSES AND COACHES

ACTUALLY IN STOCK AND READY FOR

IMMEDIATE SERVICE.

1954 LEYLAND Tiger Cub 41-seater full luxury Burlingham coach, 2-speed axles, unmarked and positively as new throughout, certified 1964, £1,650.

1955 BEDFORD 37-seater Burlingham full luxury coach, a very clean and sound machine, £850.

1954 BEDFORD 37-seater Duple full luxury coach, immaculate throughout, £750.

1954 A.E.C. Mark IV underfloor-engined full luxury 39-seater coach, certified 1964, choice of four, £1,150 each.

1951 LEYLAND PD2-3 low-bridge double-deckers, Leyland 600 engines, full front and fully enclosed at rear, these machines are definitely unmarked inside and out and are in super mechanical condition, certified 1962-63-64; choice of 20.

1949 BRISTOL low-bridge double-deckers in almost new condition, the bodies and seats are unmarked throughout, all certified, £395 each; choice of 25.

1948-49 LEYLAND PD1 low-bridge double-deckers, these machines must be seen to be believed for their excellent clean sound condition, all certified; choice of 10, £375 each.

1949 A.E.C. high-bridge double-deckers, all with 9.6 engines and full air brakes, good clean serviceable machines, £325 each.

1944-45-46 GUY low-bridge double-deckers, all with 1952 all-metal bodies and Gardner 5LW and 6LW engines, choice of six, £275 each.

1950 A.E.C. 33-seater dual-purpose bus and coach, all definitely unmarked and certified 1965, £450 each.

1949 A.E.C. 35-seater service buses, all in super condition bodily and mechanically, 7.7 and 9.6 diesels, choice of eight, £295 each.

BRISTOL 35-seater service saloons, all immaculate throughout, Gardner 5LW, A.E.C. 7.7 and Bristol A.V.W. engines, a very super fleet of vehicles, choice of 18, £325 each.

VERY special left-hand drive Continental 33-ft.-long super luxury underfloor-engine SENTINEL coach, fitted with air conditioning system throughout, ideal for export or overseas tours, air brakes, overdrive top gears, good tyres, etc., £750, well worth £1,750, one and one only.

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SUPER DOUBLE-DECKERS.

GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metallized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome half sliding windows, etc., with late-series low-mileage 5LW Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remoquetted last year, in super mechanical and body condition, certificate of fitness 1965-63-62, price £250-£350.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half sliding windows, fitted late-series low-mileage 7.7 A.E.C., 5LW Gardner and Bristol AV 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £375-£450.

1948 BRISTOL 56-seater Metcam all-metal bodies, fitted A.E.C. 7.7 diesel units, in super mechanical and body condition, certificate of fitness 1963-65, price £450-£500.

SUPER COACHES AND SERVICE SALOONS.

1953 DAIMLER Freeline Roadmaster, with super fully fronted 35-37-seater Bellhouse Hartwell and Burlingham Seagull bodies, adjustable reclining super Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,100.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1965, just into stock, three only, price £750.

1950-49 A.E.C. Regal Mk. III with 33-seater Plaxton, Duple and Harrington full-luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £400-£450.

1948-47 BRISTOLS with Eastern Coachwork and Beadle 31-35-36-seater thin-wall all-metal bodies, fitted low-mileage late-series 5LW Gardner and Bristol AV engines, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £300-£350.

LATE-MODEL A.E.C.s fitted 1954 fully fronted 35-seater Duple luxury coach bodies, no bulkhead, late-series low-mileage A.E.C. 7.7 diesel unit, from large operator in coastal resort, seasonal use only, certificate of fitness, choice of two, price £800.

1952 33-seater BEDFORD Vegas, with fully fronted Duple bodies, no bulkhead, low-mileage petrol engines, from large operator in coastal resort, seasonal use only, certificate of fitness 1962, in process of being recertified and will receive four- or five-year certificate of fitness, choice of four, price £750.

1955 BEDFORD 21-seater Minibus, in super mechanical and body condition, painted to customer's colour requirements, choice of two, price £350-£400.

1949 BRISTOLS fitted Duple full-front luxury coach bodies, certificate of fitness 1963 and to end of 1964 with 6LW Gardner diesel units, seasonal use only, choice of 10, price £650-£750.

1949-48 A.E.C. Regals with Harrington 32-seater coach bodies, high-backed coach seating, fitted A.E.C. 7.7 unit, certificate of fitness 1963, choice of 15, price £350-£400.

1949 BRISTOLS, fitted Duple full-front full luxury coach bodies, certificate of fitness 1963 to end of 1964, with Gardner 6LW diesel units, seasonal use only, choice of 10, price £650-£750.

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THE SMALL COACH SPECIALISTS,

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VEHICLES FOR SALE.

1960 TROJAN 14-seater coach, finished in cream and blue with blue trim, certificate of fitness until 1967, this vehicle is in new condition, has only done 12,000 miles from new.

1959 MORRIS Minibus 12-seater, side-facing seats.

1959 AUSTIN Minibus 12-seater, side-facing seats.

WE are taking delivery in a few days of a 1960 COMMER diesel 12-seater Minibus, full facing-forward seats, finished in dark blue with red trim, this vehicle is in very nice condition, being carefully used and well maintained, low mileage and ready for immediate work.

HIRE-PURCHASE arranged and generous allowances on part-exchange vehicles.

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A DESCRIPTIVE PRICE LIST GIVING FULL DETAILS WILL BE SENT TO YOU ON REQUEST.

1960 BEDFORD Duple 41-seater, diesel, certificate of fitness 1967, black-red-cream.

1959 BEDFORD Duple 41-seater, diesel, certificate of fitness 1966, black-red-cream; choice of two.

1958 BEDFORD Duple 41-seater, petrol, certificate of fitness 1965, cream; choice of two.

1957 BEDFORD Plaxton 38-seater, petrol, certificate of fitness 1964, ivory-blue.

1956 BEDFORD Plaxton 41-seater, petrol, certificate of fitness 1966, cream-blue.

1955 BEDFORD Plaxton 36-seater, petrol, certificate of fitness 1965, ivory-blue.

1955 BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1965, black.

1955 BEDFORD Duple 36-seater, petrol, certificate of fitness 1965, blue-grey.

1954 BEDFORD Duple 36-seater, petrol, certificate of fitness 1964, 2-tone blue.

1953 BEDFORD Burlingham 35-seater, Leyland diesel, certificate of fitness 1963, cream-blue.

1952 BEDFORD Duple 35-seater, petrol, certificate of fitness 1963, red.

1952 BEDFORD Duple 33-seater, petrol, certificate of fitness 1962, maroon-cream.

1952 BEDFORD Plaxton 33-seater, petrol, certificate of fitness 1962, orange-cream.

1955 COMMER Plaxton 41-seater, diesel, certificate of fitness 1965, maroon-cream.

1954 COMMER Plaxton 39-seater, diesel, certificate of fitness 1963, cream-ivory.

1955 COMMER Plaxton 41-seater, diesel, certificate of fitness 1965, maroon-cream.

1950 COMMER Plaxton 33-seater, petrol, certificate of fitness 1963, blue-grey.

1950 COMMER Plaxton 33-seater, petrol, certificate of fitness 1962, maroon-ivory.

1955 LEYLAND Duple 36-seater, diesel, certificate of fitness 1965, red-cream.

1951 LEYLAND Royal Tiger Windover 38-seater, diesel, certificate of fitness 1964, blue-cream.

1950 LEYLAND Harrington 37-seater, diesel, certificate of fitness 1963, blue.

1953 A.E.C. Plaxton 35-seater, diesel, certificate of fitness 1963, green-ivory.

1951 A.E.C. Yeates 41-seater, diesel, being recertified, red-grey.

1954 SEDDON Duple 41-seater, diesel, certificate of fitness 1963, grey-black.

1957 AUSTIN 12-seater, petrol, certificate of fitness 1963, red-cream.

SUITABLE FOR WORKERS, CONTRACT OR TRAVELLING SHOPS.

1952 AUSTIN 30-seater, petrol, certificate of fitness 1962, brown-cream.

1951 COMMER Plaxton 33-seater, petrol, uncertified, cream-blue.

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ANYWHERE.

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1951 MAUDSLAY 37-seater, just been certified for four years.

1952 CROSLEY 37-seater Strachan body, certificate of fitness 1962, £600 or near offer.

1947 GUY 35-seater, full-front body by Plaxton, rebodied in 1952.

1950 LEYLAND PD, full-front body by Burlingham, certificate of fitness 1963.

1955 COMMER diesel 41-seater Duple, certificate of fitness 1965, Duple body.

246 BROMLEY ROAD,

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Used Passenger Vehicles (contd.)

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COACH SHOWROOMS AND SERVICE STATION,
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WE are now taking orders for 1962 model coaches, delivery from December onwards. Duple; Plaxton; Burlingham 41-seater bodies on new Bedford petrol- and diesel-engined chassis; 2-speed axle optional; also new Bedford 29-seater models.

LET us quote now for your next years' requirements.

IMMEDIATE delivery of the following high-class second-hand coaches:—

1959 BEDFORD SB1 diesel, 41-seater Duple, many extras, sun visor, green interior, light-dark green exterior, one owner, certificate of fitness January, 1966, £2,950.

1961 FORD Thames Trader, radio, red interior, grey-pink exterior, heater, glass roof quarters, 41-seater Duple, 2-speed axle, exceptional condition, as new, certificate of fitness January, 1968, £3,975.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, glass roof quarters, heaters, £2,975.

1954 DENNIS Falcon chassis, 35-ft. platform body, blue interior trim, exterior blue and cream, certificate of fitness 1964, £975.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, many extras, used only on high-class touring work, green interior, grey-green-cream exterior, immaculate, certificate of fitness 1966, £2,950.

1957 BEDFORD, fitted new Bedford 300-cu.-in diesel engine, Duple 41-seater Super Vega body, red interior, £2,850.

1958 BEDFORD, petrol, 41-seater Duple Super Vega body, red interior, very clean, £2,475.

1957 BEDFORD, petrol, 37-seater, blue interior, blue-grey exterior, one owner only, above average condition, £2,400.

1957 DENNIS Lancet, under-floor engine chassis, 41-ft. Burlingham body, blue moquette to seats, exterior blue and cream, certificate of fitness 1964, £2,500.

1956 BEDFORD, petrol engine, Duple 41-seater, red interior, one owner, very clean, used seasonal work only, red-cream exterior, certificate of fitness May, 1966, choice of three from £1,975.

1955 DAIMLER Freeline Duple Elizabethan 41-seater, red interior, maroon exterior, ex-Show model, certificate of fitness May, 1965, £2,000.

1954 BEDFORD Yeates 36-seater, red interior, cream-red exterior, one owner, certificate of fitness 1964, £1,650.

1952 DENNIS J10A chassis, full-fronted Strachan body, 37-seater, green interior, certificate of fitness 1962, £250.

1951 DENNIS Falcon, 35-seater Plaxton body, 5½-litre, 2-speed axle, red interior, £675.

1950 AUSTIN, 32-seater Kenex full-fronted body, red interior, certificate of fitness 1963, £295.

1954 BEDFORD Duple 38-seater, cream-blue exterior, red interior, heater, certificate of fitness July, 1964, choice of three from £1,500.

1959 BEDFORD Duple 41-seater, ivory-green exterior, grey-red interior, heater, certificate of fitness September, 1966, £3,100.

1958 BEDFORD Duple 41-seater, yellow-brown exterior, autumn tint interior, certificate of fitness January, 1965, choice of three, all in excellent condition, £2,975.

1955 A.E.C. Reliance chassis, 41-ft. Yeates body, glass roof quarters, interior red moquette, exterior fawn and brown, certificate of fitness 1965, £2,500.

WE specialize in speedy crash repairs, all trimming, painting, signwriting, steam cleaning and bodybuilding can be carried out on our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

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1960 FORD Thames Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type mouldings, £3,200.

1959 BEDFORD (diesel) Harrington Crusader 41-seater, maroon interior with heaters, exterior grey-green and maroon, certified February, 1966, £2,950.

1959 BEDFORD (petrol) Duple Super Vega 41-seater, red-grey interior with heaters, exterior cream and maroon, certified March, 1966, £2,850.

1958 BEDFORD (petrol) Duple Super Vega 41-seater, red interior, with heaters, exterior 2-tone blue, certified March, 1965, £2,650.

1957 BEDFORD Duple Super Vega 41-seater, red-fawn interior, with heater and radio, exterior cream-red, certified April, 1964, note the price, £2,485.

1956 BEDFORD Yeates Riviera 41-seater, red interior with heater, radio and top sliders, exterior cream and red, certified March, 1966, £1,985.

1955 BEDFORD Burlingham Seagull 36-seater, red interior, with radio, heaters, etc., exterior red and cream, certified February, 1965, £1,785.

1955 LEYLAND Comet Duple full-front 36-seater, glass roof quarters, radio, heaters, etc., exterior brown and fawn, certified 1965, £1,885.

1953 FODEN (Gardner) ACB 41-seater luxury coach, green-fawn interior, with heater, exterior cream-black, certified April, 1964, £885.

1952 BEDFORD Duple Super Vega 35-seater, luxury seating in blue, heater, exterior repainted cream and red, width 8 ft., certified May, 1962, £1,285.

1951 A.E.C. Mk. IV Burlingham Seagull 39-seater, maroon seating, heating and top sliders, exterior grey and red, engine fully reconditioned by A.E.C., certified June, 1965, £1,285.

1950 A.E.C. Mk. III (7.7) Burlingham full-front 33-seater, red interior, with heater, etc., exterior red and black, certified March, 1964, £685.

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NEW FORD Thames 41-seater coaches with bodies by Duple, Burlingham, Harrington and Plaxton.

NEW LEYLAND PD3-2 72-seater front-entrance double-decker bus.

NEW TROJAN 13-seater coach, red moquette and leather.

1961, May, FORD Thames Duple 41-seater de luxe, cream exterior, red interior, Formica panelling, public address, quarter lights, 2-speed axle and modified brakes, mileage 16,900, certificate of fitness 1968, 991 UTC, £3,350.

1960 BEDFORD Burlingham 41-seater, diesel, paint red with ivory roof and side panels, red and cream moquette, TKU 770, £3,250.

1960 BEDFORD Duple 41-seater, petrol, grey paint, red and grey, check moquette, quarter lights, Formica pillars and sides, XGG 980, £3,000.

1960 FORD Thames Duple 41-seater, maroon and cream, red moquette, YUS 773, £3,000.

1959 BEDFORD Duple Super Vega petrol 41-seater, de luxe coachwork, cream exterior, red interior, heater and public address, certificate of fitness 17.6.66, 654 JTD, £2,750.

1959 BEDFORD Duple Super Vega petrol 41-seater, luxury coachwork, cream exterior, red interior, heater and public address, certificate of fitness 18.6.66, 560 JTJ, £2,750.

1959 BEDFORD SB8 Duple 41-seater with Leyland engine, blue and cream paint, blue moquette, certificate of fitness 1965, TVA 128, £2,750.

1959 BEDFORD Super Vega 41-seater, petrol, 7 ft. 6 in. wide paint grey, red moquette, XGB 12, £2,750.

1959 FORD Thames Plaxton 41-seater, paint cream, red moquette, quarter lights, reg. No. 4 HLG, £2,850.

1959 FORD Thames Plaxton 41-seater, cream exterior, red interior, quarter lights, certificate of fitness 1966, registered No. 6 HLG, £2,850.

1958 BEDFORD C5XI Duple 30-seater, service diesel, blue and cream paint, blue moquette, certificate of fitness 1965, two off, SVA 437, SVA 438, each £1,450.

1958 BEDFORD Duple 29-seater, diesel, paint brown and cream, moquette grey-red check, ESY 89, £2,000.

1958 COMMER TS3 Duple 41-seater, paint red and cream, red moquette, top sliding windows, 608 BDH, £2,750.

1957 ALBION Aberdonian Plaxton 41-seater, red and cream paint, green moquette, DEK 43, £2,650.

1956 COMMER TS3 Beadle 44-45-seater, blue and cream paint, blue moquette, certificate of fitness 1966, HKT 784, £1,150.

1955 BEDFORD Duple 36-seater, diesel, paint red and cream, blue moquette, GSD 241, £1,650.

1955 COMMER TS3 Beadle 44-45-seater, blue and cream paint, blue moquette, certificate of fitness 1965, HCS 817, £950.

1954 BEDFORD Plaxton 35-seater, petrol, paint cream, red moquette, SUM 662, £1,550.

1951 A.E.C. Mark IV 41-seater Burlingham luxury coach, painted blue, certificate of fitness to 4.9.1966, JGE 420, £850.

LARGE selection of service buses, single and double decker with good certificates of fitness.

WE CAN ARRANGE

DEMONSTRATIONS

OF FORD THAMES COACHES

WITH BODIES BY

DUPLE, BURLINGHAM, PLAXTON,
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MILLBURN MOTORS, LTD.,

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TAYLORS (GLOUCESTER), LTD.,

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1961 Thames Duple 41-seater, Formica side casings, heater, discs.

1960 Thames Burlingham, radio, heater, discs, very clean, choice of two.

1960 BEDFORD Burlingham, grey, green, radio, heater, speech amplification, discs.

1959 Thames Plaxton, finished cream, radio, heater, speech amplification, discs.

1955 DAIMLER Freeline Britannia 41-seater, new engine, radio, heaters, discs, certificate of fitness to 1965.

1955 BEDFORD Duple 36-seater, radio, heater, disc, certificate of fitness to 1965.

1953 COMMER 14-seater, grey, green, twin rear wheels, heater.

1952 A.E.C. Mk. 4, choice of two.

1952 LEYLAND Royal Tiger Duple, air brakes, heater, quarter lights.

ALSO selection of Bedford and Commers 33-, 35- and 37-seaters with certificates of fitness.

SEVERAL A.E.C. and Leylands with full fronts and half-cabs.

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Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION, PRESTON.

OFFER FOR

IMMEDIATE DELIVERY:

NEW 1962 FORD Thames 6D diesel chassis, fitted Duple and Burlingham Gannet luxury 41-seater coachwork.

1961, June, FORD Thames 6D Duple Yeoman 41-seater de luxe, cream exterior, red interior, Formica panelling, public address, 2-speed axle and modified brakes, mileage 13,500, registration number 993 UTC, certificate of fitness 31.5.1968.

1959, June, BEDFORD, petrol, Duple Super Vega 41-seater luxury coachwork, cream exterior, red interior, heater and public address, registration number 560 JTJ, certificate of fitness 18.6.1966.

1959, June, BEDFORD, petrol, Duple Super Vega 4-seater de luxe coachwork, cream exterior, red interior, heater and public address, registration number 654 JTD, certificate of fitness 17.6.1966.

1959, June, BEDFORD, petrol, Duple Super Vega 41-seater luxury saloon, cream exterior, red interior, heater, public address, registration number 655 JTD, certificate of fitness 18.6.1966.

1959, April, BEDFORD, petrol, Duple Super Vega 37-seater de luxe coach, Formica panelling, K-type mouldings, quarter lights, radio and public address, heater, wheel discs, immaculate condition, registration number 521 GVT, certificate of fitness 6.5.1966.

1959, March, BEDFORD, petrol, Yeates luxury 41-seater saloon, cream and blue exterior, red interior, radio, public address, heaters, etc., registration number 698 HTC, certificate of fitness 1966.

1959, July, FORD Thames 6D Plaxton luxury 41-seater coach, cream exterior, red interior, red interior, quarter lights, heater, registration number 3 HLG, certificate of fitness 9.7.1966.

1959, July, FORD Thames 6D Plaxton de luxe 41-seater, cream exterior, red interior, quarter lights, registration number 5 HLG, certificate of fitness 15.7.1966.

1959, July FORD Thames 6D Plaxton 41-seater, cream exterior, red interior, quarter lights, registration number 6 HLG, certificate of fitness 15.7.1966.

1958 COMMER TS3 diesel Duple de luxe 41-seater, cream and red exterior, red interior, radio, public address, etc., registration number 608 BDH, certificate of fitness 1965.

1955 BEDFORD, Perkins R6, Duple 36-seater luxury coach cream and red, good order, registration number GSD 241, certificate of fitness 1.7.1965.

1951 LEYLAND PS2 Burlingham full-front 33-seater.

1948 LEYLAND PD1 high-bridge 56-seater, M.C.W. coachwork, certificate of fitness 1962. Choice of three.

1948-9 LEYLAND PS1 Burlingham 31-33-seaters, 7.4 engines, certificates of fitness. Choice of six.

1946 LEYAND PD1 with M.C.W. 56-seater coachwork. Choice of six.

1946 A.E.C. Burlingham 36-seater buses, choice of two, certificates of fitness 1963.

1946 A.E.C. 7.7 Northern Counties 53-seater, low bridge certificates of fitness 1963.

1946 GUY Arab, Gardner 5LW unit, Eastern Counties 53-seater coachwork, certified.

LEYLAND TD4 and 5 with 1949 Alexander all-metal frame 53-seater low-bridge double-deck buses. Choice of 10.

LEYLAND TS7, 7.4 engines, with 1949 Burlingham 35-seater bus-type bodies.

1936 LEYLAND TS7, fitted 1950 Duple 8-ft.-wide 31-seater bodies.

ALL the above are exceptionally clean and well tyred.

N.B. Next Motor Auction, December 7, 1961.

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WHOSE REPUTATION IS YOUR GUARANTEE OF A GOOD VEHICLE AND A FAIR DEAL.

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LES GLEAVE, LTD.,

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Phone, Smallwood 225, 226.

WE ARE NOW TAKING ORDERS FOR

1962 MODEL COACHES.

1959 FORD Harrington 41-seater, heaters, etc.

1959 BEDFORD Plaxton 41-seater, heaters, etc.

1958 BEDFORD Plaxton 41-seater, heaters, etc.

1958 BEDFORD Duple 41-seater, heaters, etc.

1956 BEDFORD Burlingham 41-seater, quarter lights, tubular racks, heaters, etc.

1956 BEDFORD Plaxton 41-seater, heaters, etc.

1955 COMMER TS3 38-seater.

1954 BEDFORD Duple 38-seater, diesel.

1954 A.E.C. Mark IV, 41-seater Plaxton, heaters, etc.

1954 SEDDON, 41-seater Plaxton, heaters, etc.

1951 BEDFORD, 33-seater Plaxton, radio and heaters.

VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

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OLDHAM, LANCS.
Phone, Failsworth 5601.
Evenings, Failsworth 4166.

1960 FORD Thames Trader 41-seater Burlingham, red interior, grey and red exterior, heater, etc., £2,950.
1959 BEDFORD, Leyland Comet engine, 41-seater Yeates Europa, red interior, maroon exterior, fitted glass quarters, in-swung racks, radio, heaters, etc., beautiful order, £2,950.
1957 COMMER TS3, fitted latest type engine and 5-speed gearbox six months ago, 41-seater Plaxton coachwork, fitted radio and automatic diesel heaters, wheel discs, extremely good tyres all round, blue interior, blue-grey exterior, in exceptional condition, £2,350.
1956 BEDFORD 41-seater Duple, choice of two, fitted heaters, etc., £1,775.
1956 COMMER TS3 41-seater Duple Super Vega, autumn tint interior, brown exterior, fitted Eaton axle, R and M heater, etc., certificate of fitness 1966, £2,200.
1950 A.E.C. 9.6 33-seater Duple, full front, interior drive, fitted glass quarters, lift up roofs, red interior, grey and red exterior, certificate of fitness 1964, £550.
1951 LEYLAND Royal Tiger, 39-seater Burlingham coachwork, red interior, fitted heater, etc., two shades of blue exterior, certificate of fitness 1965, £1,400.
1950 LEYLAND PS2, 33-seater Burlingham, full fronted, green interior, cream and green exterior, fitted heater, good tyres, certificate of fitness 1964, £575.
1955 A.E.C. Rehant 41-seater Plaxton, red interior, maroon exterior, fitted radio, heaters, wheel discs, etc., certificate of fitness 1964, £2,200.

THE FOLLOWING VEHICLES CAN BE SEEN AT OUR SOUTHERN DEPOT:—

1951 BEDFORD 33-seater Duple, certificate of fitness 1966, £650.
1953 BEDFORD 37-seater Duple, certificate of fitness 1963, £1,150.
1954 BEDFORD 38-seater Duple, certificate of fitness 1964, £1,350.
1955 COMMER TS3 39-seater Duple, certificate of fitness 1965, £1,725.
1956 BEDFORD 41-seater Duple, certificate of fitness 1966, choice of two, £1,750.
1958 BEDFORD SB1 diesel 41-seater Duple, certificate of fitness 1965, £2,650.
1960 BEDFORD SB1 diesel 41-seater Duple, certificate of fitness 1967, £3,050.

ALL the above vehicles are fitted with heaters and many many other extras.

28 BRISTOL ROAD,
SOUTHSEA, HANTS.
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BIRMINGHAM COACH SALES, LTD.,
44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.
Phone, Midland 1355.

NEW REDUCED PRICES.

WE ARE NOW TAKING ORDERS FOR 1962 MODEL COACHES.

1960 FORD 41-seater Duple, in excellent condition, wireless, heaters, etc., £2,950.
1958 COMMER TS3 41-seater Plaxton, choice of two, £2,450.
1958 BEDFORD Burlingham 41-seater, immaculate, £2,450.
1957 COMMER TS3 41-seater Plaxton, wireless, heaters, £2,050.
1957 BEDFORD Duple 41-seater, wireless, heaters, certificate of fitness 1964, £2,150.
1956 COMMER TS3, 41-seater Duple body, 2-speed axle, certificate of fitness 1966, £1,925.
1955 BEDFORD 36-seater Plaxton, 7 ft. 6 in. wide, certificate of fitness 1965, £1,475.
1954 BEDFORD 36-seater, choice of two, Duple and Yeates bodies, one at £1,185 and one at £1,450.
1952 BEDFORD 33-seaters, Duple and Plaxton, choice of two, £775.
1952 A.E.C. Mk. 4, 41-seater Burlingham body, wireless, heaters, recently been recertified, £1,175.
1951 LEYLAND Royal Tiger, 41-seater Harrington bodies, choice of two, £875.
1950 LEYLAND Comet, Duple body, certificate of fitness 1965.

BIRMINGHAM COACH SALES, LTD.,
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BRISTOLS 1948, double decker 56 seats, E.C.W. bodies, 7.7 or A.V.W. engine, certificate of fitness, £200.
BRISTOL 1949, single decker 35-seater, E.C.W. all-metal body, very clean, £250.
DENNIS 1950 single-decker, Brush body, 06 Dennis engine, exceptionally clean, 2-3 years' certificate of fitness, £175.
LEYLAND PD2 1949, 53-seater, Brush low-bridge 8-ft. body, Leyland 600 engine, certificate of fitness, £500.
LEYLAND PD1 1947, H.B. 56-seater, Roe body, certificate of fitness, £150.
BEDFORD 1949, 30-seater, P6 engine, two years certificate of fitness, adapted for one-man operation, £225.
OWING to have to change our premises the above vehicles are all offered at reasonable prices, even so no reasonable offer will be refused.
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1951 Full-fronted BRISTOL long-distance coaches, coachwork by E.C.W., full-luxury seating, 37 passengers, in immaculate condition throughout; these vehicles have only completed small mileages since new, from 85,000 miles and 107,000 miles respectively, choice of three; all recertified this year, certificates expire May, 1966.
1952 BEDFORD, full-fronted, powered petrol engine, coachwork by Yeates of Loughborough, 35 seats, in clean condition, certificate of fitness to September, 1963, very reasonable price, £575.
1951 LEYLAND PD2-3, powered 9.8-litre oil engines, full-fronted, low-bridge, double-deckers, 8-ft. wide, coachwork by East Lancashire coachbuilders, enclosed rear platforms, efficient interior heating, choice of four, all certified.
1949 LEYLAND PD2-3, powered 9.8-litre oil engines, low-bridge, 53-seaters, half-cab type, coachwork by Brush, choice of five.
1947 LEYLAND PD1, 7.4-litre oil engine, high bridge, 56 seats, double-deck, coachwork by Massey, just released from service, certified, choice of five, from £250 each.
1947 LEYLAND PS1, powered 7.4-litre oil engine, rebodied 1954 by Strachan, full-fronted, 33 luxury seats, certified September, 1963, price £325.
1948 LEYLAND PD1-3, powered 7.4-litre oil engine, low-bridge, double-deckers, full-fronted, 8-ft. wide, coachwork by Burlingham, enclosed platforms, interior heating, choice of three, all certified.

SPARE PARTS.
SECOND-HAND ENGINES.
A.E.C. 7.7. LEYLAND PS1, 7.4.
GARDNER 5LW. GARDNER 4LK.
B.M.C. DIESEL ENGINES.

BRAND NEW
LEYLAND SPARES. PS1, PD1.
BRAND NEW
LEYLAND SPARES. TS6, 7 AND 8. TD4 AND 5.

NINETY-FIVE 1951 M.O.S. RECONDITIONED

MORRIS ENGINES.
PHONE, SALE 5633.
GRAMS, "BUSUNITS." 938-97

SAVILLE MOTOR SALES, LTD.,
HARVESTER HOUSE,
STRATFORD-ON-AVON.
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OFFER THE FOLLOWING SELECTION OF

NEW AND USED BEDFORD COACHES.

ALL THESE VEHICLES ARE IMMACULATE AND WELL RECOMMENDED.

NEW BEDFORD SB5, fitted with Burlingham Gannet 41-seater body, 2-speed axle, finished in red and beige, radio SA, heater, roof quarter lights, for immediate delivery.
1954 BEDFORD, petrol, 35-seater Plaxton, finished in black and silver, grey, red interior, radio and heater, certificate of fitness March, 1964.
1954 BEDFORD, petrol, 36-seater Burlingham, resprayed cream, retrimmed in maroon, radio and heater, certificate of fitness 1964.
1952 BEDFORD, petrol, 33-seater Duple Vega, roof quarter lights, finished in red and cream, reconditioned engine just fitted, being recertified.
1954 DAIMLER CDU6, fitted Burlingham 35-seater full front, finished in blue and white, heaters, certificate of fitness April, 1964; choice of three.
1950 A.E.C. 9.6, Harrington, crash box, 35-seater, radio, heater, finished in cream, certificate of fitness 1964.

HIRE PURCHASE FACILITIES.
PART EXCHANGE. 938-84

1952 1955 1956
LEYLAND COACHES.
1953
BEDFORD COACH.

BODIES BY HARRINGTON AND DUPLE.

THESE COACHES ARE IN PERFECT CONDITION AND CARRY GOOD CERTIFICATES OF FITNESS.

1948 FODEN, 6LW ENGINE, WINDOVER BODY.

STOCKLAND GARAGE,
MARSH HILL, ERDINGTON,
BIRMINGHAM.
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Used Passenger Vehicles (contd.)

DON EVERALL (COMMERCIAL VEHICLES) LTD.,
34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

SEE SEPARATE ADVERTISEMENT UNDER COMMER.

NEW 1961 BEDFORD diesel, 5-speed box, 41-seater Burlingham coach, immediate delivery, special price to clear.
1961 BEDFORD SB1 diesel 41-seater Duple coaches available January 1, £3,350.
1960 BEDFORD SB1 diesel 41-seater Duple and Plaxton coaches, £3,100.
1960 FORD Thames 41-seater Duple coach, radio, heaters, Formica panels, etc., £2,950.
1959 BEDFORD SB1 diesel 41-seater Duple coach, blue and cream exterior, new engine fitted, £2,850.
1955 BEDFORD petrol 36-seater Burlingham coach, certified 1965, £1,500.
1954 BEDFORD petrol 36-seater Burlingham coach, certified 1964, £1,200.
1953 BEDFORD petrol 35-seater Burlingham coach, certified 1965, £1,000.
1953 BEDFORD petrol 35-seater Duple coach, certified 1965, £1,000.
1952 DAIMLER Freeline 43-seater Metalcraft coach, certified 1962, £1,000.
1951 DAIMLER CVD6 37-seater Wilkes and Meade coach, certified 1964, very clean, £575.
1950 BEDFORD petrol 29-seater Duple Vista coaches, certified 1964, £475. Choice of three.
1950 COMMER Avenger petrol 33-seater coaches, choice of three from £200.

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ALSO LARGE SELECTION OF 33-SEATER DIESEL VEHICLES ALWAYS IN STOCK.

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938-135

COACHES AND COMPONENTS, LTD.,
469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

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1959, July, BEDFORD diesel 41-seater Super Vega, red-grey moquette, exterior blue, registration No. KDC 888, £2,900.
1959, March, BEDFORD Leyland diesel-engined 40-seater Super Vega, exterior blue-grey, registration No. WLO 588, £3,150.
1959, April, BEDFORD petrol 41-seater Duple Super Vega, grey-green, exterior green-ivory, registration No. UCE 395, £2,850.
1959, April, BEDFORD diesel 41-seater Super Vega, 7 ft. 6 in. wide, red moquette, exterior cream-red, registration No. 444 NNO, £2,950.
1958, May, BEDFORD Duple 41-seater Super Vega, petrol, red moquette, exterior blue-cream, registration No. UUF 728, £2,695.
1957, May, BEDFORD petrol 41-seater Duple Super Vega, red moquette, exterior maroon-cream, registration No. MHM 40, £2,395.
1956, May, BEDFORD petrol 41-seater Duple Super Vega, red moquette, exterior maroon-cream, registration No. KHV 494, £2,250.
1956, May, BEDFORD 41-seater petrol Burlingham, green moquette, exterior green, registration No. NJU 759, £2,250.
1955, April, BEDFORD petrol 38-seater Duple Super Vega, blue moquette, exterior blue-cream, registration No. 999 CMG, £1,875.
1955, March, BEDFORD petrol 36-seater Duple Super Vega, moquette red, exterior maroon-grey, registration No. TUR 310, £1,750.
1954, April, BEDFORD 38-seater, petrol, red moquette, Super Vega, exterior cream-red, registration No. KNV 1, £1,550.
1953, July, BEDFORD diesel 35-seater Duple Super Vega, red moquette, exterior cream-red, registration No. NXW 970, £1,350.
1951, August, BEDFORD petrol 35-seater, red moquette, Super Vega, exterior red, registration No. SELC 583, £795.
1951, January, MAUDSLAY, A.E.C. 7.7 oil engine, 33-seater Bellhouse Hartwell, blue moquette, exterior ivory-blue, registration No. NBH 919, £295.
1950, February, BEDFORD 29-seater Vista, blue moquette, exterior blue-cream, registration No. SRF 382, £525.
1951, September, BEDFORD petrol 33-seater, red moquette, Super Vega, exterior black-white, registration AEC 779, £650. 938-71

W. HAROLD PERRY, LTD.,
MAIN FORD THAMES P.S.V. DEALERS,
STATION BRIDGE, WEALDSTONE,
MIDDLESEX.

1951 MAUDSLAY 39-seater coach, certificate of fitness 1963.
1949 BEDFORD O.B. Thurgood 29-seater, uncertified, 10 years' M.o.T. certificate, suitable for workmen or mobile shop.
1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

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STANLEY HUGHES AND CO., LTD.,
LODGE GARAGE,
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IMMEDIATE DELIVERY.

NEW A.E.C., Ford Traders and Bedfords with Duple, Plaxton and Harrington bodies.
1959-60-61 FORD Traders fitted 41-seater Burlingham, Plaxton and Duple bodies, many extras, low mileage; choice of 20.
1959-60-61 BEDFORD, fitted with 41-seater Duple, Burlingham and Plaxton bodies, low mileage; choice of six.
1956-59 BEDFORD, petrol, fitted 41-seater Duple, Plaxton and Europa bodies; choice of 10, from £1,650 each.
1957 A.E.C. Reliance 41-seater Plaxton, red interior, immaculate.
1955 A.E.C. Reliance 41-seater Duple, many extras, immaculate.
1954 A.E.C. Reliance 41-seater Plaxton, certificate of fitness to 1964, £2,100.
1953 LEYLAND Royal Tiger 41-seater Burlingham body, air brakes.
1953 A.E.C. Mark IV Bellhouse Hartwell body, £1,000.
1952-55 BEDFORD petrol 33-36-seater Duple, Plaxton and Burlingham bodies; choice of six, from £600 each.
1952 LEYLAND Royal Tiger 41-seaters, air brakes; choice of six.
1951 LEYLAND Royal Tiger 41-seater Plaxton body, £1,050.
1951 A.E.C. 41-seater Bellhouse Hartwell body, £950.
LEYLAND, Dennis, A.E.C., Maudslay and Foden with and without bulkheads, 33-41-seaters, prices range from £300-£700; choice of 20.

PLEASE SEND FOR LIST.

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DELIVERY from stock of all types of new coaches—Bedford A.E.C. and Commer, Yeates, Duple and Burlingham—for delivery now at pre-increase prices, offering savings on new prices of up to £150.
YEATES now offer a unique range of coachwork for every possible requirement. Apart from supplying every type of chassis and body, including Duple, Plaxton, Burlingham, etc., we also invite your consideration of the very successful new front-entrance Bedford 44-seater luxury coaches and service buses which are available only from Yeates. Production of these types is strictly limited so we do ask for orders for these very soon if you would require delivery before April next year. We are also pleased to show you details of a very interesting range of coachwork to the new 36 ft. by 8 ft. 2½ in. regulations.

THE ONLY COMPLETE SERVICE TO
COACH OPERATORS
THROUGHOUT GREAT BRITAIN.
W. S. YEATES, LTD.,
PHONE, LOUGHBOROUGH 4321 (P.B.X.).
938-161

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1960 BEDFORD Super Vega (41) green and grey, red interior, 7½ ft., spotless, K-type mouldings, p. £2,950; another 8 ft., also petrol.
1959, October, BEDFORD Thurgood super coach (41), petrol, grey and red, many extras, nice condition, £2,900.
1958, March, BEDFORD saloon bus (20), sliding door, 7½-ft. wide, exterior cream, one owner, certified December, 1966, £875.
1955 COMMER TS3 Duple (41), red inside, green and grey outside, first class order, glass quarters, many extras, £2,150.
1954 BEDFORD bus Duple all-metal (40), Perkins R6, all good tyres, certified 1965, £1,050.
1953 BEDFORD Thurgood (33-37), exterior red and cream, 7½-ft. wide, glass quarters, tubular racks, certified 1963, £1,075.
1952 BEDFORD Vegas (33-35), 7½-ft. wide, certified 1966, £875.
1951 BEDFORD Vista, 29 highback seats, Formica sides, body overhauled, exterior two greens, certified December, 1965, £525.
ALL steam cleaned and undersprayed.
RETRIMS for all makes.
REPAIRS speedily executed all-metal and wooden bodies.
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938-11

1958 BEDFORD 41-seater Burlingham, petrol, certificate of fitness 1965.
1948 BRISTOL 33-seater, A.E.C. 7.7 engine, E.C.W. body, certificate of fitness 1964; choice of two.
1950 BRISTOL 33-seater coach, AVW engine, Windover body, certificate of fitness 1965.
1952 SENTINEL 44-seater service bus, 6-cylinder engine, all-metal Yeates body, certificate of fitness 1962.
JORDAN'S MOTOR SERVICES, Blaenavon. Mon. Phone 203.
938-204

Used Passenger Vehicles (contd.)

COMBERHILL MOTORS, LTD.,
INGS ROAD, WAKEFIELD.
Phone 6771 (10 lines).

NEW 1962 model BEDFORD SB5 (330 cu. in. diesel), 41-seater Plaxton Embassy.
NEW 1962 model BEDFORD J2 diesel 18-seater Plaxton Embassy.
NEW 1962 model COMMER-KARRIER (14 h.p. petrol), 14-seater Plaxton Embassy.
NEW FORD Trader diesel 41-seater Plaxton Embassy, certified 1968, one available.
1958-57 BEDFORD SB3 petrol 41-seater Duple Super Vega, heaters, choice four.
1958-56 COMMER TS3 (Rootes diesel) 41-seater Duple Super Vega, heaters, choice six.
1957 COMMER TS3 diesel 41-seater, Beadle Rochester, certified 1964, heater.
1955 BEDFORD SB3 petrol, 41-seater Burlingham Seagull, grey-blue, certified 1966.
1954 GUY Arab (Gardner 6LW), 41-seater Burlingham Seagull, certified 1964.
1954 A.E.C. Reliance (7.75) 41-seater Burlingham Seagull, heater, radio, 2-tone grey.
1953-51 BEDFORD S8 (petrol) 33-38-seater Duple Vega, Plaxton, Envoy, Yeates, Burlingham and Gurney Nutting, choice several, all certified.
1952 A.E.C. Mk. IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, duo blue.
1952 A.E.C. Regal Mk. IV (9.6-litre) 41-seater Burlingham Seagull, heater, radio, choice two.
1951 LEYLAND Royal Tiger (9.8-litre) 31-seater Burlingham Seagull, cream-red, heater, radio.

SELECTION OF 50 HIGH-CLASS COACHES IN STOCK.
938-470

DISPATCH MOTORS,
MAIN FORD DISTRIBUTORS.
YOUR FORD P.S.V. SPECIALISTS.

1952 BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights fitted, heater, radio and speech amplification, certificate of fitness 1962; fitted new engine 1966.
1953 BEDFORD 37-seater, fitted with heater, radio and speech amplification, certificate of fitness May, 1963, new engine fitted 1960.
1954 BEDFORD Duple 36-seater, Perkins R6, Formica sides, certificate of fitness 1964.
1959 BEDFORD diesel 41-seater Duple, certificate of fitness 1965, new diesel engine fitted July, 1961, radio and speech amplification, walnut casings.
1960 Thames Burlingham 41-seater, red and cream, new engine conversion just completed, manually operated door gear.
1960 (1961 model) FORD Thames Duple, engine conversion just completed, fitted Hydrovac, radio and speech amplification, quarter lights, two heaters, Eaton 2-speed axle.
1961 (1962 model) FORD Thames Duple, new engine conversion fitted, choice of three for immediate delivery at 1961 prices.
1962 FORD, N.S. Falcon chassis, 35-seater, Duple body.
NEW 1962 FORD Thames with Harrington, Plaxton, Duple or Burlingham Garrett bodies. Order now for your own specifications and assured deliveries for 1962.
FOR demonstrations at your own convenience, phone Ralph Gill, Waterloo 4959, 98-120 Southwark Bridge Rd., S.E.1.
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LUTON COMMERCIAL MOTORS, LTD.,
THAMES HOUSE,
DUNSTABLE.
MAIN FORD DEALERS.

WE are now taking orders for 1962 Thames coaches with Duple, Plaxton or Burlingham bodies.
1960 BEDFORD SB1, Duple 41-seater with heaters and 7-ft. 6-in. wide.
1960 BEDFORD SB1, Plaxton C-type Consort 41-seater with 5-speed gearbox, heaters, wheel discs and public address.
1960 BEDFORD SB1, Plaxton C-type Consort 41-seater with 5-speed gearbox.
1960 Thames Plaxton 41-seater with Eaton 2-speed axle, radio, heaters, wheel discs and public address.
1956 (Registered October, 1955) BEDFORD SB1, Duple 41-seater with heaters.
1955 BEDFORD SB1, Duple Super Vega 36-seater with heaters and many extras.
1955 COMMER TS3, Duple 41-seater with Eaton 2-speed axle, and heaters, etc.
1955 COMMER TS3, Duple 36-seater with Eaton 2-speed axle, glass quarters and heaters, etc.
1954 BEDFORD, Perkins R6, Mark II 38-seater with radio and heaters.

PHONE, DUNSTABLE 64381 (five lines).
938-275

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LONDON COMMER DEALERS.

COMMER PSV 11-seater de luxe, ex-stock.
1957 COMMER Beadle 41-seater, front entrance, certificate of fitness 1965.
1955 A.E.C. Reliance 41-seater, all-metal body, glass roof quarters, certificate of fitness 1965.
1955 BEDFORD petrol 38-seater, Duple, glass roof quarters, certificate of fitness 1964, £1,250.
1951 A.E.C. Mk. IV 41-seater Burlingham, certificate of fitness 1964.
1950 ALBION diesel, 31-seater, full front, certificate of fitness 1964, £350.
1959 BEDFORD Dormobile 12-seater, very clean, £425.
1948 LEYLAND TS PS1 32-seater, suitable for works contract.
SEVERAL BEDFORDS suitable for travelling shops.

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EALING, W.5.
Ealing 7987.
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Used Passenger Vehicles (contd.)

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NEW BEDFORD (300) diesel Duple 41-seater, bargain price.
1960 BEDFORD SB1 diesel Duple 41-seater, quarter lights, racks, radio and heater, immaculate, £3,200.
1959 BEDFORD Duple 41-seater, all extras, £2,800.
1955 A.E.C. Reliance Burlingham 37-seater, certified 1965.
1955 BEDFORD Burlingham Seagull 36-seater, radio, heaters, certified 1965, £1,250.
1952 BEDFORD Duple Vega 33-seater, radio, heaters £825.
1952 DENNIS Lancet Yeates full-fronted body 37-seater certified 1962, very good condition, £600.
1947 LEYLAND PS1 Burlingham 33-seater, certified 1962, £250.

PART-EXCHANGES. HIRE-PURCHASE.
EVINGTON, LEICESTER.
Phone 38102-3.
938-286

TRANSPORT (PASSENGER EQUIPMENT), LTD.

1949 LEYLAND PS1 single-deck service saloons, certificates of fitness 1963, 34 seats, C. H. Roe bodies.
1949 GUY Arab, 5LW Gardner, service saloons, single-deckers, C. H. Roe bodies, certificate of fitness 1962.
1943-45 GUY Arab, 6LW Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1964.
1943-45 DENNIS Lancet, 6LW Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1962-64.

OAK HOUSE,
BRUNSWICK STREET,
MACCLESFIELD.
Phone 4433.
938-222

PEARL GARAGES, LTD.

NEW FORD Thames diesel coaches, 1962 model, 41-seater Burlingham Gannet bodies, early delivery.
A.E.C. 9.6 33-seater, full front, 1950, certificate of fitness to 1963.
DENNIS Lancet 35-seater half-cab, 1947, certificate of fitness to 1964.
DENNIS Lancet 35-seater half-cab, 1949, certificate of fitness to 1963.
BEDFORD Vistas, 29-seaters, certificates of fitness, choice of three from £300.
REASONABLE offer accepted for any of the above.
37 SOUTH EALING RD., London, W.5. Ealing 9046.
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FRONT-ENTRANCE service buses, converted to one-man operation, also general body repairs. Richard Little, Gillibrand St., Walton-le-Dale, near Preston. Phone, Preston 56772.
938-6006

1958 COMMER TS3 41-seater Duple coach, blue and cream exterior, autumn tint interior, Formica panels, air brakes, 5-speed gearbox, certificate of fitness 4.2.65, £2,500.
1956 COMMER TS3 41-seater Duple coach, red and grey exterior, red interior, 5-speed gearbox certificate of fitness 22.5.66, £2,100.
1955 COMMER TS3 41-seater Duple coach, red and grey exterior, maroon and fawn interior, Eaton 2-speed rear axle, certificate of fitness 10.12.64, £1,700.
LEYLAND PS1, 7.4 engine, 1948 chassis, 1956 8-ft. Duple body, 35-seater, red and grey exterior, fawn and brown interior, certificate of fitness 17.10.65, £1,400.
APPLY Quarry Garage, Lesmahagow, Lanarks. Phone, Lesmahagow 3262.
939-6036

R. JARVIS AND SONS (Steeple Aston 243) have the following surplus to requirements.
1961 Thames Dunle 41; 1960 Bedford diesel Europa 41; 1955 Commer Plaxton 39; 1954 Bedford Plaxton 38.
938-x9116

DECEMBER, 1960, Bedford Duple (diesel) extras, replica show model and colours, cost £4,100, only £3,400, low mileage; 1951 Commer Plaxton 33 seats (petrol), sound and clean vehicle in excellent condition, certificate November, 1963, £400. Part-exchanges, H.P. terms arranged. Apply Yates, 112 Balmoral Rd., Morecambe. Phone, Morecambe 2259.
938-x9145

NEW PASSENGER VEHICLES

COMMER

NEW COMMER diesel 12-seater P.S.V. (with certificate) Marshall conversion, Westminster green, list price, immediate delivery. Cottee and Edwards, Ltd., Nottingham. Phone 46674.
938-78

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zzz-918

UNCLASSIFIED

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938-183

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. zzz-882

1955 FORD Thames 4D, articulated tractor units, with 24-ft. Brockhouse trailers, choice of three. S. W. Wreford and Sons, Ltd., Ransome Rd., Northampton. Phone, Northampton 901. 938-6015

25-TON Scammell low loader for sale, knock-out rear axle, 19 ft. 6 in. well powered by Gardner GLW diesel engine recently overhauled, £2,000 o.n.o.
A.E.B. (CONTRACTORS), PLANT AND CO., LTD., Moor Lane, Chessington, Surrey. Phone, Elmbridge 2506. 938-30

L. F. DOVE (C.V.), LTD.,
AUSTIN AND BROCKHOUSE DISTRIBUTORS.

AUSTIN 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., £995.
IMMEDIATE delivery AUSTIN prime movers, with 2-speed axle, 7.50 x 20 tyres and Brockhouse automatic interchangeable coupling.
IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop frame, with automatic coupling.
L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3131. 938-362

1961, March, AUSTIN diesel prime mover, fifth-wheel coupling, with Tasker 10-ton 23-ft. drop-side trailer, low mileage, condition as new, £1,450.
J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361. 938-406

1960 TK 12-ton unit, S.A.E. coupling, Leyland engine, 5-speed gearbox. Waltham Cross 22142. 938-185

WHALEBONE MOTORS, LTD.

1958 BEDFORD Comet, fifth-wheel coupling, 25-ft. Scammell trailer.
1958 BEDFORD Comet, fifth-wheel coupling together with 10-ton low-loading trailer, knock-out axle.
1958 BEDFORD Comet, Scammell coupling together with 10-ton low-loading trailer, knock-out axle, fitted winch.
ALBION Clydesdale, fifth-wheel coupling, semi-drop-frame van trailer, side loading, roller shutters.
1960 BEDFORD-SCAMMELL unit, 300 engine, 2-speed axle, new 25-ft. trailer.
1957 LEYLAND Comet unit, Scammell coupling, new 25-ft. trailer.
1952 ATKINSON tractor unit, Carrimore-Scammell coupling.
SCAMMELL tractor unit, 40 x 8 tyre equipment, together with Scammell tandem-axle trailer.
NUMEROUS trailers in stock.

WHALEBONE MOTORS, LTD.,
239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.
Phone, Seven Kings 5282. 938-462

NEW BEDFORD 12-ton tractor chassis and cab and 25-ft. Scammell 12-ton straight-frame flat platform trailer. City Motors, Bottley Rd., Oxford 48024. 938-272

NEW 8-, 10- and 12-ton BEDFORD TK model tractors.
NEW Scammell trailers, automatic and fifth-wheel coupling.
USED vehicles, bodywork, road tankers, etc.
ESTIMATES and demonstrations.
INQUIRIES to:—
E. J. BAKER AND CO. (DORKING), LTD.,
HIGH STREET,
DORKING, SURREY.
Phone, Dorking 3822 (five lines). 938-439

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-256

14-TON Freightmaster, as new, fitted 1954 Leyland Comet, S.A.E. coupling. Hayes 0338. 938-305

BREAKDOWN VEHICLES

A.E.C. Matador 6 x 6, 7.7 diesel engine, fitted winch, 14.00 x 20 tyres, fully floating axle, type suitable for mobile crane or breakdown vehicle, £750. Apply Frating Works, Frating, near Colchester. Phone, Great Bentley 230. 938-68

1954 BEDFORD breakdown truck, fitted hydraulic lifting gear, very clean and good mechanically, £395. Woodseats Motors, 887 Chesterfield Rd., Sheffield, 8. Phone 54543. 938-208

Miscellaneous Vehicles (contd.)

BEDFORD QL 4 x 4, with winch, first class.
MERTON ENGINEERING CO., LTD., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3015. 938-296

CATTLE CONVEYORS AND HORSEBOXES

FOR delivery January 1.
NEW ALBION Chieftain CHIAXL chassis and cab, fitted with light platform body and special aluminium-panelled double-deck cattle truck container, painted colour to choice, available at attractive price.
HEYWOOD MOTORS, LTD. Phone, Heywood 6757, Nr. Manchester 938-6055

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent condition, £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046/8. 938-310

EXHIBITION VANS

1957 Karrier Bantam diesel, repainted and reconditioned; 1957 Commer diesel, repainted. Lawton Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 938-4

EX-W.D. VEHICLES

GENTLEMEN WORTH KNOWING.
CUNDEY AND STEWART, LTD.,
DEALERS AND DISMANTLERS OF
EX-W.D. VEHICLES ONLY.
SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.
SPARES AND TYRES.
ALFRETON, DERBYSHIRE.
PHONE, LEABROOKS 477. 938-704

A.E.C., Albion, Austin, Bedford, F.W.D., Maudslay. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.
J. H. ROLLASON, Yokesford Hill, Romsey, Hants. Phone, Braishfield 395. zzz-816

FOR sale. Vehicles and spares.
MOST types of commercial vehicles, civilian and ex-W.D. being dismantled for spares.
COMMERCIAL vehicles always required for dismantling.
SEND us your offers and requirements.
C. MORGAN AND SON, Waltham Chase, Southampton. Bishop's Waltham 133. zzz-868

FOR all your spares, ex-W.D. and civilian. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 938-447

LAND ROVER

1959 LAND ROVER short-wheelbase diesel, good condition, £175.
1958 LAND ROVER, short-wheelbase petrol, good condition, £280. Globe Plant Hire, 9-11 High St., Swindon, Wilts. Phone 6053, 9 a.m.-5.30 p.m. or Newbury 1020. 938-1

1958 LAND ROVER station wagon, 107-in. four door, one owner from new and used privately throughout, £695. 1956 Land Rover station wagon, this has also had one owner from new and is in near-new condition, the tyres are little worn, the paintwork is excellent and the green tygan interior seating for eight is quite unmarked. This vehicle retains all the Land Rover features such as four-wheel drive, etc., and would make an excellent personnel carrier over rough sites, £495. Camden Motors, Leighton Buzzard, Beds. Phone 2041. Open daily to 8 p.m. 938-36

LUTON VANS AND PANTECHNICONS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350. Two-year guarantee.
FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-0780

BEDFORD Luton 1,600-cu.-ft. alloy body, petrol, £125. Phone, Fitzroy 1692. 938-23

1954 BEDFORD A2Z Luton van, 20,000 miles only, clear floor area, no wheel boxes, power winch, £450. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 938-7

1959 Thames Trader Luton van with special detachable body, can be used also as a flat platform vehicle, in good running order, £550, one owner since new.
1960 Thames Trader articulated pantechnicon, full low loading, in excellent running order, £850.
1955 FORD 4D diesel Luton van, 1,250-cu.-ft. body, in running order, £175.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-262

Miscellaneous Vehicles (contd.)

BLUEBIRD "Hi-bulk" Lutons, ex stock, Morris J2 440 c.c., £702 10s., unpainted 2-ton FG 5200 diesel, 620 c.c., £1,147, unpainted. Croftons, Bishopsgate 3395. 938-437

H. A. SAUNDERS, LTD.,
AUSTIN DISTRIBUTORS.

AUSTIN new 5-ton forward-control diesel chassis-cab, fitted with 1,250 c.c. Luton body.
AUSTIN new 3-ton forward-control chassis-cabs, fitted petrol or diesel engines and complete with 1,075 c.c. Luton bodies, available.
AUSTIN new 10-12-cwt. chassis-cab, fitted with large-capacity Luton body, available.
AUSTIN new 15-18-cwt. chassis, fitted with 400 c.c. Luton body, available.
AUSTIN new 5200 30-cwt. petrol or diesel chassis-cabs, fitted with 600 c.c. Luton bodies, available.
ALWAYS a large selection of AUSTIN trucks and vans from 5-cwt. to 5 tons.

H. A. SAUNDERS, LTD.,
816 HIGH ROAD,
FINCHLEY, N.12.
Hillside 8822, ext. 22. 938-46

BEDFORD Luton vans, alloy bodies, unladen weight 3 tons, integral cabs and felt-lined raves.
TWO 1951 OB, 1,250 cu. ft., £250 each.
TWO 1952 OL, 1,350 cu. ft., £300 each.
TWO 1952 OL, 1,500 cu. ft., £350 each.
FOUR 1953 A, 1,500 cu. ft., £300-£350 each.
ALEXANDRA, Belmont Avenue, London, N.9. Howard 2211. 938-423

1960 KARRIER Gamecock 4-ton diesel boxvan, 8,000 miles, cost new £1,400, our price £725.
1958 AUSTIN 7-ton diesel insulated boxvan, 2-speed axle, exceptional, £545.
DAWNIER MOTORS, LTD., Ewell 2382. 938-413

SPARSHATTS offer:—
1954 AUSTIN 3-ton petrol 850-cu.-ft. capacity Luton van, £325.
1954 BEDFORD 3-4-ton P6 diesel 1,000-cu.-ft. capacity Luton, body and engine good, £300.
1954 DENNIS Pax P6 diesel 5-6-ton all-alloy 1,400-cu.-ft. capacity Luton van, good condition, £500.
1955 FORD Thames 4-ton normal-control 4D chassis-cab with Sparshatt 950-cu.-ft. Luton body built 1960, chassis very good, body as new, £550.
J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361. 938-367

1959 COMMER 5-6-ton C305, underfloor diesel, very low mileage, fitted brand-new Baico extension and 1,500-cu.-ft. Plymax panelled Luton body, heater, flashers, twin fuel tanks, etc., bargain, £1,165. Box CM3811, care of "The Commercial Motor." 938-x9202

Luton Vans and Pantechnicons Wanted

WANTED. Three large-capacity diesel Luton furniture vans. Messhams, Walker St., Liverpool, 6. Phone, Anfield 2170. 945-6067

WANTED, large diesel Luton furniture vans, also artic., low-loading or semi-low trailers, also artic. tank trailers.
WALLACE TRANSPORT, 111 Breeze Hill, Liverpool, 9. 938-514

WANTED. 1956 pantechnicon from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors Ltd., 71 Greenwich South St., S.E.10. 938-456

1957-60 Luton vans wanted, 1,000-1,500 cu. ft. A. and L. Vehicle Supply Co., Gravel Lane, Salford. Phone, Manchester Blackfriars 1511. 938-481

MOBILE SHOPS, CANTEENS, ETC.

NEW and used mobile shops on Ford and Bedford 15-cwt. chassis, for various trades, available. For further particulars, G. C. Smith (Coachworks), Long Whatton, near Loughborough, Leics. Phone, Hathern 291-2. 941-6014

1960 Karrier Bantam mobile shop completely equipped; 1961 Thames Trader mobile supermarket with deep freeze; 1960 15-cwt. Fordson Thames; Austin A152 unregistered models at reduced prices; also 1960 and 1959 used Austin A152 models. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 938-5

MORRIS PV and JR canteens with reconstructed coach-work, rear and side service, repainted inside and out, choice of six. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 938-6

30-CWT. MORRIS diesel, well fitted shelves, trays, etc., good order. Real, Medland and Willx, Ltd., Vauxhall-Bedford Main Dealers, Bridgwater. Phone 2639. 938-93

1951 AUSTIN mobile grocery shop, complete with refrigerator, scales, wash basin and all necessary equipment, in first-class order, £225. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-259

Miscellaneous Vehicles (contd.)

1958 AUSTIN articulator, condition as new, used as gas showroom, cost £2,500, will accept £1,200 o.n.o. Phone, Sev 8311. 938-x9144

1956. September, BEDFORD 15 mobile butcher's shop, complete with refrigeration equipment and all fittings, one owner, £275.
PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 938-468

1960 Show model, COMMER 15-cwt. Smith mobile shop, virtually unused, fully equipped, £975. Rawsons (Tunbridge), Ltd. Tunbridge 3289. 938-516

REFRIGERATED TRANSPORT

INSULATED bodywork with Thermo King refrigeration. Yeovil Sheet Metal Co., Ltd. Yeovil 2091. 938-472

SHOW VEHICLES FOR HIRE

FOR HIRE, FORDSON 4D with display trailer, fitted with generator, refrigerator, etc. Also for hire, display coach.
APPLY Haulgo, Ltd., West St., Havant, Hants. 938-182

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. zzz-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon QL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.
L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-841

VARLEY tanker pumps, type DH100. Harold Aston, Ltd., Langley, Birmingham. Phone, Broadwell 2317-8. 939-6029

ONE Scammell 2,000-gal. trailer tank, four compartments, very clean condition. Harold Aston, Ltd., Langley, Birmingham. 939-6030

1958 A.E.C. 8-wheeled road tanker, 3,600-gal. capacity, single compartment, pressure discharged, mild steel, lagged and coiled.
1958 LEYLAND 8-wheeled tanker, 3,600-gal. capacity, single compartment, pressure discharged, mild steel, lagged and coiled.
1956 ATKINSON 8-wheeled tanker, 3,600-gal. capacity, twin compartment, pump discharged, mild steel, lagged and coiled, completely reconditioned, new engine, automatic lubrication, etc. Phone, Paisley 8283. 939-6051

ATTENTION!
TANKER OPERATORS.
STOTHERT AND PITT WAGON PUMPS.
SALES AND SERVICE AGENTS.
Service Units and Spares.
Postal Service.
HAROLD ASTON, LTD.,
LANGLEY, BIRMINGHAM.
Phone, Bro 2317. 938-1

NEW 8-ton Dodge, fitted with Leyland engine and 308-cu.-ft. Bonallack Pneumajector bulk-carrying tank with blowing equipment.
CENTRAL GARAGE, Barnsley Rd., South Elmsall, Yorks. Phone, South Elmsall 276 (three lines). 938-218

BEDFORD 1,200-gal. tanker, three compartments 5-4-3, 1949 petrol engine, in excellent condition for age, £250.
A. G. POTTER (FRAMLINGHAM), LTD. Phone, Framlingham 215-6-7-8. 938-193

SELECTION of new tankers, various models. Isherwoods Garages, Ltd., 110 Buxton Rd., Stockport. Phone 5083. 938-484

FODEN 6-wheeler double-drive 1850 3-compartment lagged tanker, £575.
A. E. CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 938-374

NEW ALBION Caledonian 3,600-gallon fuel oil tanker; 1958 Leyland 3,600 fuel oil tanker; 1958 Scammell articulated 3,600-gallon fuel oil tanker; 1957 Bedford 2,400 fuel or spirit tanker.
HATTER BROS. Phone, Purfleet 5488. 938-368

1953 LEYLAND Octopus 3,600-gal. spirit tanker with pump, choice of 10.
1956 ALBION Scammell 2,000-gal. trailer with pump.
1952 ALBION 1,500-gal. 4-compartment spirit tankers, choice of four.
1956 BEDFORD artic., 2,400-gal., 4-compartments with pump, choice of three.
1956 B.M.C. 1,200-gal. fuel oil or spirit tanker.
1954 BEDFORD, 1,500-gal., three compartments.
1952 DODGE 1,800-gal., 4-compartments spirit tank.
1950 AUSTIN, Bedford, 1,000- and 1,200-gal. petrol or diesel, with or without pumps, from £150 to £225 each, choice of 50.
SEVERAL vehicle and storage tanks from 800 gal. to 4,000 gal.
H. F. A. DOLMAN, 215 North Rd., Southend-on-Sea. Phone 43262. 938-460

Miscellaneous Vehicles (contd.)

950-GALLON Bedford QL 4 x 4, excellent condition.
MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 938-297

TIPPING LORRIES

NEW hydraulic tipper

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. zzz-859

THREE B.M.C. tippers, November, 1960, 25,000 miles only, Eaton rear axles, power steering, 9.00 tyres, heaters, steel bodies, as new, h.p. balance to clear. Phone, Leeds 22453. 938-xA8441

FODEN 6-wheel 12-yd. tipper, good working order, £475. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-974

1955 E.R.F. 8-wheel tipper, 6LW, double-drive, bulk body, ready for work.
1959 E.R.F. 8-wheeler 6LW bulk tipper, only eight tons unladen weight, fibreglass body (suitable coal or coke, etc.), automatic greasers, latest cab, low mileage, one owner, good tyres, repainted and ready for work, fully recommended and offered at £3,000 under cost price.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 938-58

FODEN 8-wheeled tippers, 26-cu.-yd. alloy bodies, 2-stroke engines, choice of two, single and double drive, automatic greasing throughout, ex large public concern, maintained in first-class order. Further details from—
GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone 133. 938-110

B.T.C. 26-cu.-yd. tipping trailer, new alloy body and gear, D20 X tyres, air brakes. Waltham Cross 22142.
1960 BEDFORD-YORK 14-ton artic. tipper, 20-cu.-yd. alloy body, Leyland engine, etc., will separate. Waltham Cross 22142. 938-186

1960 Thames Trader 6-wheeler bulk tipper in first-class order, one owner since new, £950.
1960 BEDFORD S-type, 300 engine, 2-speed axle, alloy body, almost as new, £950.
1960 DODGE 6-wheel tipper, 373 Leyland engine, 2-speed axle, power steering, alloy drop-side 18-ft. body, in excellent order, £1,500.
1960 Trader 7-yd. tipper, Edbro ram, £650.
1960 BEDFORD J-type tipper, Telehoist ram, £850.
ALSO many other good tippers in stock, 4-, 6- and 8-wheelers, terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-266

1961 FORD Trader tipper, Hydrovac brakes, as new, £700. Leytonstone 4900. 938-473

1957 BEDFORD 6-ton normal-control long-wheelbase drop-side steel body, Edbro gear, Bedford diesel, 8.25 x 20s, £425. And new Bedford tippers, 7½-ton Telehoist drop-side, 7-ton Autolifts, 7-ton Telehoist drop-side. City Motors, Bottley Rd., Oxford 48024. 938-273

1960 FORD Trader 7-ton long-wheelbase 14-cu.-yd. wooden coal body, £745.
1960 FORD Trader 7-ton medium-wheelbase drop-side steel body, Hydrovac brakes, 18,000 miles, £875.
1959 BEDFORD short-wheelbase diesel 7-ton steel body, £450.
1957 BEDFORD short-wheelbase 7-cu.-yd. petrol tippers, immaculate, £150.
DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 938-411

1954 A.E.C. 9.6 6-wheel tipper 22-yd. 3-piece drop-side wooden body, Edbro gear, air brakes, £1,000.
CHAMBERS ENGINEERING, Western Turville, Aylesbury. Stoke Mandeville 2282. 938-337

USED tippers, all types, 4 to 28 yd., Bedford, Thames, Commer, Dodge, 4- and 6-wheelers. Consult us for your requirements. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 938-360

NEW, for immediate delivery. AUSTIN 7-8-ton general-purpose tipper, 2-speed axle, 9.00 tyres, Edbro W4 U/F gear, 16-ft. 6-in. wood body, 8 cu. yd. with 2-ft. extensions and additional tailboard with corn chute and posts, complete with heater and flashers, in primer, £1,875.
BOTWOODS, Majors Corner, Ipswich. Phone 52271. 938-442

TWO 1960 DODGE 6-wheelers, also two 4-wheelers, for sale. Quorn Commercial Sales, Ltd., Warner Street Garage, Barrow on Soar, Leicester. Quorn 2204. 938-427

TWO March, 1960, 7-yd. 6D Thames, one Pilot, one Anthony been cannibalised, £425 the pair. Phone, Bognor 762 (evenings). 938-x9195

Tipping Lorries Wanted

BEDFORD A-type short-wheelbase and long-wheelbase petrol, also diesel P6 tippers and trucks required in good running condition. Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 940-x6058

WANTED for quarry work, 4-wheeled tipping trailers, must be cheap. Box CM3020, care of "The Commercial Motor." 938-229

TRACTORS

1961, May, Trader artic. unit with automatic coupling, 12-ton 25-ft. platform trailer; the whole outfit in perfect condition, 17,000 miles only, £1,550.
GODFREY DAVIS, LTD., Neasden Lane, N.W.10. Dol 8000. 938-6025

Miscellaneous Vehicles (contd.)

EX-ARMY Scammell tractor, 6-wheeler type, fitted with almost new 6-cylinder Gardner engine, with two dynamos fitted to produce 240 amps each, also Lister lighting set on rear, 220 amps, ideal for heavy haulage, and/or mobile lighting plant, body wants repairing through not being used, will be sold cheap to save further deterioration. Apply, A. Webber, 25 Westbourne Avenue, Rhyl, N. Wales, where this can be seen. 938-210

SCAMMELL tractor with ballast box and towing hook, 6LW Gardner engine and low-ratio rear axle.
SCAMMELL heavy-duty tractor unit, 6LW Gardner, 40 x 8 tyres, modern cab.
DIAMOND T heavy-duty tractor, Hercules diesel engine, twin-drive axles, power winch.
MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 938-295

SCAMMELL tractors (two), 1948, Meadows engines, good tyres, 14.00 x 20, in perfect condition, ex-petroleum company, £850 for the two. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574. 938-434

1956 ALBION Chieftain Scammell tractor units, fitted with 5-speed gearboxes, 2-speed back axles, choice of four, £250 each.
H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 938-458

1960 Thames Trader 6D artic. unit, S.A.E. coupling, in excellent 2 running order, £550.
1959 COMMER TS artic. unit, S.A.E. coupling, in excellent order, £750.
1958 LEYLAND Comet artic. unit, Scammell coupling, in excellent order, £750; another similar unit with S.A.E. coupling, £750.
1955 ALBION 20-ton tractor unit, fitted Leyland 680 engine, S.A.E. coupling, air brakes, in first-class order, £600.
1957 ALBION Chieftain tractor unit, 2-speed axle, 5-speed box, Scammell coupling, one owner, in first-class order, £350.
TRAILERS available if required.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 938-268

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. zzz-883

TRAILER Dollys, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-962

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.
SCAMMELL trailers, 3-ton, 6-ton, 8-ton. zzz-912

E. C. G. TRAILERS, LTD.,
HUNDREDS OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK.
NEW TRAILERS, ANY PICK-UP.
IMMEDIATE DELIVERY.
YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW
THE STONE WORKS,
SILWOOD STREET, S.E.16.
Phone, Bermondsey 1157-8-9. 940-06163

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low loaders, box bodies, platforms, pantechnicons and special types.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. zzz-895

DYSON super trailers and semi-trailers.
THE best of haul investments.
R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, "Ignition, Liverpool." zzz-829

BIRD'S COMMERCIAL MOTORS, LTD.,
BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone, Stratford-on-Avon 3222-3-4, 2136.
Grams, "QUICKSALE."

TRAILERS.

EIGHT U.S. Army 20-ft. trailers with large box bodies, ideal for mobile workshops or offices, fitted with air brakes, front bogie detachable, with articulated and fifth-wheel couplings. Prices on application. 938-123

TASKERS trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.
SUITABLE for most kinds of prime mover, Land Rover, vans and cars.
COUPLINGS available. Taskers S.A.E./S.M.M.T. or fifth-wheel type, Taskers D-S double-safety automatic, also mechanical horse.
TRAILERS now in stock include: 10-, 12-, 14- and 16-ton super straights (S.A.E.); 3-, 4-, 8-, 10- and 12-ton straight frames (D-S); 14-ton step-frame low-loader (S.A.E.); 6-ton Easy Loads (S.A.E. and D-S); 15-ton Twinside (S.A.E.); 10-, 12-, 16- and 25-ton drop-frame low-loader (S.A.E.); 12-ton rear-steering PV semi-trailer.
FULLY illustrated leaflets on request.
TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex."
LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. zzz-961

Miscellaneous Vehicles (contd.)

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EAGLE 10-12-ton low-loader trailer, 16-ft. well, knock-out axle, S.A.E. pin, in excellent order, £450. Another similar trailer, 17 ft. in well, as new and unused, £550.

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HANDS low-loading machinery trailers, four weeks' delivery, 20 and 25 tons payload, well length 20 ft. by 8 ft. wide. Write or phone for details. Hands (Letchworth), Ltd., Icknield Way, Letchworth. Phone 1820. zzz-976

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Miscellaneous Vehicles (contd.)

DROTT trailer close-coupled 6-wheeler, 15-ft. flat floor, 20-in. loading height, 10-ton capacity. Tring 3146. 938-180

ALMOST new SCAMMELL 23-ft. semi-trailers, fitted boxvan body, approximately 1,300-1,400 cu. ft., 900 x 20 tyres, etc.

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6-TON 2-wheel draw-bar trailer, fitted winch and screw jacks, Dyson low loader, £115.

PIRBRIGHT GARAGE, Pirbright Rd., S.W.18. Vandyke 6188. 938-316

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JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 938-466

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25-TON Freuhauf 22-ft. 6-in. semi-low-loading trailer with ramps.

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SELECTION of steel drop-side tipping bodies, suitable for short-wheelbase vehicles, from £30; also tipping gears and pumps.
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MOST makes in stock. zzz-111

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CYLINDER heads for Perkins P6, No. 52683, at £25. G. R. Irani and Co., 10 St. Dunstan's Hill, London, E.C.3. Phone, Min 6374. 938-163

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A58

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V8 Ford 30 h.p. reconditioned bench-tested, c.w. clutch, all accessories, 6 volts (less exhaust manifolds), £45; bare, £40. Cheques with order, please. Cundey and Stewart, Ltd., Alfreton, Derbys. Leabrooks 477. zzz-961

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LAND ROVER, £42 10s.
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MACK diesel (Alnova) at £375.
FODEN 2-stroke engines at £350
A.E.C. 7.7 diesel engines at £225.
MORRIS-COMMERCIAL 6-cylinder 25 h.p. engines, £27 10s.
HUMBER Commer 27 h.p., stock-soiled, £25.
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GEARBOXES with booster assemblies, £15 each.
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GARDNER service exchange engines to manufacturer's standards, carrying six months' guarantee.
4LW, £267; 5LW, £293; 6LW, £312; 4LK, £287.
TRADE and fleet discount upon application.
DELIVERY anywhere in Great Britain or fitted day, night or week-ends to customer's convenience.
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A.E.C. 9.6 engines, choice of 12, £175 each.
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PERKINS P6 engines, choice of 100, £55 each.
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GARDNER 4LW, choice of four, £55 each.
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ALL these engines can be heard and seen running, complete with starters, dynamos and clutches.
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OIL engines. We have most makes in stock, including A.E.C. 9.6 and 7.7; Leyland 600, 350 and 300; Albion 6- and 4-cylinder; Thornycroft; Gardner 4, 5 and 6LW; Perkins R6, P6, P4 and P3; Ford 4D and many others. All in good order.
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FORD 6D Trader engine.
FORD 4D Trader engine, Gardner 4LW engine and Perkins P6 and Perkins P4.
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COMMER 2-stroke diesel engine, complete, good runner, £80.
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A.E.C. 7.7 complete with gearbox, £45. Leyland TD4s, TD5s, TD6s, complete with gearbox, £40. Alexander and Walker, Ltd., Weston-sub-Edge Station, Bretforton, near Evesham, Worcs. 938-417

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GARDNER 6LW diesel engines required complete with gearboxes. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255-6. zzz-899

B.M.C. 2.2-litre second-hand diesel engines with gearboxes in running order required for spot cash. Also second-hand Perkins P6 and Gardner engines. G. R. Irani and Co., 10 St. Dunstan's Hill, London, E.C.3. Phone, Min 6374. zzz-981

B.M.C. 2.2-litre engines required in good running condition complete with gearbox. Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 940-6056

6LW Gardner diesel engines wanted, with or without gearboxes, urgently required. State price and quantity. Write to 502 High Rd., Leytonstone, London, E.11. 938-67

ALL types of diesel engines wanted: Gardner, A.E.C., Perkins P6, Lister, Rushton, Leyland, Comet 90, etc. E. J. Bayliss, Timberham Works, Lowfield Heath, Crawley, Sussex. Horley 4536. 938-498

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AIR compressors, electric or petrol-engine driven, mobile and stationary types, 5-35 cu. ft. per minute, 100-350 lb. pressure. Paddon cylinder-boring machines, 2.2 in. to 5.5 in. by 14 in. capacity, 415 volts, £90. Burtonwood cetto, 2.2 in. to 4¾ in. capacity, 230 volts, £65. L. W. Vass Ltd., Ampthill, Bedford. Ampthill 3255-6. zzz-873

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ANY size of lift-off container built to order. One only 20-ft. 900-cu.-ft. capacity, ex stock.

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LYTEX freight van, lift-off type, 25 ft. 9 in. x 7 ft. x 8 ft. 6 in. high, built April, 1961, as new.

LYTEX insulated lift-off container van, 19 ft. x 7 ft. 6 in. x 9 ft. high, as new.

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MOBILE work benches, as supplied Air Ministry J. Campbell Park, Childwall Valley Rd., Liverpool. zzz-909

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USED UNITS, Whittlefield, Burnley (phone 2262). Steel mudguards, most sizes, single and twins, also tandems. zzz-675

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8, single or twin, latest pattern, immediate delivery. Woodfield and Turner, Ltd., Nairn St., Burnley. Phone 3065. zzz-777

COMMERCIAL rear wings. All sizes; price lists available. Rapid Auto Panels, 21 Brownlow Mews, London, W.C.1. Phone, Chancery 7826. zzz-774

COMMERCIAL, bus and prototype mudguards made to drawings or patterns; all types panel-beating work. J. G. WRIGLEY, LTD., Morton St., Middleton, Manchester. Phone 4211. zzz-935

NIGHT REPAIR SERVICE

LONDON and Home Counties, 24-hour repair service. A.E.C. agents, spares for all makes, two heavy breakdown vehicles available. Commercial Vehicle Repairs (Essex), Ltd., Cranes Close, Basildon, Essex. Phone, Basildon 20223-4-5. 944-702

BRISTOL and district 24-hour breakdown and recovery service. Commercial and private. Arlington Alma Garages, Ltd., 103 Victoria St., Bristol. Phone, day 27063, night 24699. zzz-673

Spare Parts and Supplies (contd.)

WEMBLEY, Middx. Stewart and Ardern, Ltd., London distributors for Morris-Commercial, Morris-Commercial House, Queensbury Rd., off North Circular Rd. Alperton 2121. zzz-898

SOUTH AND WEST OF ENGLAND.
SPARSHATTS,
SOUTHAMPTON.
HEAVY LEYLAND RECOVERY AND BREAKDOWN VEHICLE WITH SPECIALIZED CREW.
PHONE, DAY, TOTTON 2258.
PHONE, NIGHT, TOTTON 3093.
THE CAUSEWAY, REDBRIDGE, SOUTHAMPTON, HANTS.
PHONE, DAY ONLY, NUNNEY 364. (CHANTRY, FROME, SOMERSET.) zzz-840

STAFFORDSHIRE, Newcastle (Staffs) Motor Co., Ltd. Commercial Vehicle Repair Depot, Newcastle Rd., Trent Vale, Stoke-on-Trent. Phone 64621-2-3. zzz-975

24-HOUR breakdown service. Moorwell Motors, Ltd., 366 Newport Rd. Phone, Cardiff 34336. zzz-882

FULL NIGHT SERVICE,
MONDAY TO FRIDAY,
for
VAUXHALL CARS
and
BEDFORD TRUCKS.
SPURLINGS,
Edgware Road, The Hyde, N.W.9. Col 7171.
New Inn Yard, Shoreditch, E.C.2. Sho 8433. zzz-743

KIDDERMINSTER area. For repairs to all makes. Phone, Stourport 2595-6. Franche Road Commercials, Ltd., Sandy Lane, Stourport. zzz-984

DAY AND NIGHT
SERVICE.
COMMERCIAL AND PRIVATE
MAIN FORD DEALERS.
ADLARDS MOTORS, LTD.,
43-45 ACRE LANE,
BRIXTON, S.W.2.
BRIXTON 6481 (SIX LINES). 938-325

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JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

RECONDITIONED and serviceable used radiators for all makes of commercial vehicles. zzz-937

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CARLTON FORGE for service. Specialists in resetting, retempering and strengthening springs; 2-day service. Edgware Rd., Cricklewood, N.W.2. Gladstone 2242-3-4. zzz-934

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ROAD and storage tanks of all descriptions for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. zzz-699

3,000-GAL. tank, complete with engine, pumps and meter, as removed from A.E.C. 6 x 6.

BEECH'S GARAGE (HANLEY), LTD., Leek Rd., Hanley, Stoke-on-Trent. Phone, Stoke-on-Trent 23836 (four lines). 938-52

SURPLUS stock of underground and overhead storage tanks, ¼-in. to ⅜-in. plate, from 300 to 12,000 gal. Also available, reconditioned petrol pumps and flow meters.

ISHERWOODS PETROL CO., LTD. Phone, Eccles 5363. 938-784

ALL types of road vehicle and storage tanks, 800 gal. to 4,000 gal.

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MANUFACTURERS and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Silchester Rd., W.10. Ladbroke 4503. zzz-610

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Spare Parts and Supplies (contd.)

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SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. zzz-911

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TRIPLEX supplied and fitted while you wait. 499 Neasden Lane, N.W.10. Dollis Hill 7272. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3170. Guildford Place, High St., Taunton 2993. D. W. Price and Sons, Ltd. zzz-679

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SPEEDOMETERS AND MILEAGE RECORDERS

SPEEDOMETER SUPPLY CO., LTD. Repairs by return. 34 Shelton St., London, W.C.2. (Established 1912.) Covent Garden 2666-7. zzz-988

AUTO TEMPO METER CO. Repairs and rebuilt exchange speedometers, all types of flexible drives stocked. 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4. zzz-769

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RECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big saving in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., Watlington Rd., Cowley, Oxford. Phone, Oxford 7811-6-7. zzz-0902

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NEW cotton, duck-flax covers, competitive prices. Garratts, 20 Broomwater West, Teddington Lock 5500. zzz-648

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SERVIS recorders register auomatically the exact running and standing times of vehicles.

EVERY minute of every journey is accounted for clearly on a simple tamper-proof chart.

REDUCTION in running costs follows inevitably when you know the journey facts.

VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency.

IT is a good idea to write for descriptive literature to:—

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EDBRO B. AND E. TIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- or 3-way tipping gears and bodies in timber or steel, also conversions, hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 6221-5. London Depot: 258-264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 6262. zzz-731

SPENBOROUGH tippers, power hydraulic, handscrew and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks. or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-900

PILOT tipping gear spares. Full range of parts always in stock at:—

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MIDLAND distributors.

BODIBUILT, LTD., 166 Streetley Rd., Erdington, Birmingham, 23. Phone, Erd 6909. 938-6412

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-954

EDBRO gears for Ford Trader, Bedford, TK models, ex stock.

ABBEYFORD Trailers, Abergele, North Wales. Phone, Abergele 2050. 939-6045

MILSHAW TIPPING GEAR CO. Hydraulic and screw gears, all types of power take-off units and models. Birch Lane, Bradford. Phone, Bradford 32771-2.

MILSHAW tipping gears. Inquiries to Birch Lane, Bradford. 938-781

Spare Parts and Supplies (contd.)

WESTON tipping gear.

MAIN agents London, Home and Southern Counties. Full service facilities and large stocks of replacement units and spares.

QUOTATIONS for complete rebuilds, including steel bodies, 3 to 7 cu. yd.

CONSULT us on all tipping-gear problems.

SOUTHERN HYDRAULIC, LTD., 11 Victoria Crescent, S.W.19. Phone, Liberty 2497-8. 938-641

SALES AND SERVICING AGENTS FOR EDBRO B. AND E., PILOT, TELEHOIST, ANTHONY WESTON AND AUTOLIFT TIPPING GEARS.

REPLACEMENT P.T.9 PUMP UNITS AND RAMS ALWAYS IN STOCK.

WELFORD ENGINEERING (OLDBURY), LTD., HAINGE ROAD, TIPTON. Phone, Tipton 2721. 938-126

PILOT WORKS, LTD. Hydraulic tipping gears, 3-18 tons. Specialists in alloy, steel and wooden bodies. Manchester Rd., Bolton. Phone 23231. London office: 3 Southampton Place, W.C.1. Phone, Chancery 5130. 938-738

W. H. GODDARD, LTD., Beaumont St., Oadby, Leicester, Edbro gear stockists. Immediate delivery of Leyland, Albion, Bedford and Ford gears. Spares and service. Phone Oadby 3261. 940-6031

60 New Pilot and Edbro gears always in stock for immediate delivery, covering tipping requirements from 2 to 15 tons. 24-hour service available.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 938-252

EDBRO 4LNX twin-ram 3-stage end tipping gears, to suit most models, complete with pumps, pipes and hinge bars, £75 each; bodies and sub-frames available if required.

HAROLD L. SMITH, Selsdon, near Wolverhampton. Phone, Wombourne 3482. 938-239

Tipping Gears Wanted

WANTED. Bulk coal body and gear, 12-14 tons. Waltham Cross 22142. 938-187

TOW ROPES

15 FT. heavy steel wire tow ropes, complete with hook and chains, £1 each, carriage paid, cash with order. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Leabrooks 477. 938-805

TYRES AND TUBES

LORRY and car tyres, good sound second-hand, some as new, every possible size, cheap. London Tyre Stocks (CM), 15a Fowell St., W.11. Park 0401. zzz-967

Spare Parts and Supplies (contd.)

STUCK tyres and tubeless leakers completely avoided by fitting with Tyreprim (regd.) anti-adhesive. For covers frozen to untreated rims, apply Coaxite (regd.) penetrant-lubricant. Guaranteed harmless to rubber. From all main factors. zzz-864

36 X 8, 12-ply, £23 10s.; 14-ply, £25 10s.; 8.25 x 20, civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-924

36 X 8, 12-ply, £23 10s.; 14-ply, £25 10s.; 8.25 x 20; 12-ply, £22; 14-ply, £23 14s.; 9.00 x 20, 12-ply, £24 5s.; 14-ply, £25 10s. New tyres, carriage paid, other sizes pro rata.

THE BRITISH RUBBER CO., Station Buildings, Station Rd., Baildon, Yorks. Phone, Shipley 55427. zzz-891

CLAPTON TYRE SERVICE. Sound part-used tyres, 32 x 6 T.T., 65s.; 32 x 6 H.D., 80s.; 7.50 x 20, 8.25 x 20, 100s.; 36 x 8, 9.00 x 20, 115s.; 10.50 x 20, 135s. Money refunded if tyres not approved. Send cash with order. 106a Cricketfield Rd., Clapton, London, E.5. Phone, Amh 7073. zzz-875

300 14.00 x 20 PW wheel assemblies with tyre, tube and flap, from £12 10s. each.

40 New 16.00 x 20 Dunlop Earthmover, 16 ply.

20 New 14.00 x 24 India mining and logging, 20 ply.

20 New 18.00 x 24 Goodyear Earthmover.

2,000 New 600 x 16 Michelin and Avon, 6 ply.

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 944-6073

14.00 X 20 wheel assemblies (wheel, tyre, tube), from £12 10s.

NEW 14.00 x 24 20-ply India and Dunlop Power Grip, £95.

NEW 6.00 x 20 Dunlop 16-ply Earthmover, £60.

NEW 18.00 x 24 Goodyear, etc., 16 ply, two shock pads, £85.

NEW 9.00 x 16 Dunlop Truck Grip, £12 10s. each.

NEW 6.00 x 16 road tread, £5. Dunlop, Michelin.

NEW 6.00 x 9 fork lift tyres, £5 10s. each.

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 944-6074

TYRES for sale: surplus to export demands. Part-worn tyre bargains all sizes in stock. Example: 7.00 x 20, £6; 7.50 x 20, £7; 9.00 x 20, £9. Cash, cheque, postal order with order. Prices include delivery. We are receiving regular repeat orders from many large concerns all over the country. All goods sent on 14 days' approval against our money-back guarantee whether used or unused. Write or phone for quotation for any sizes not shown.

REF. CM, The Sterling Tyre Co., Ltd., First Avenue, Montagu Industrial Estate, Edmonton, London, N.18. Phone, Edmonton 7373. 938-403

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-936

Spare Parts and Supplies (contd.)

WELDING

BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankcases, broken crankshafts and all other motor and diesel parts, perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls, Renown 2148. Grams, Barimarmar, Walgreen, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow also operating at full blast. zzz-750

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc.

TRAFALGAR BRIDGE WORKS, Sumner Rd., London S.E.15. Rodney 3559. zzz-602

WHEELS

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. zzz-988

BEDFORD, Commer, A.E.C., Ford and most others, also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. zzz-913

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

2,000 Wheels in stock of all types and sizes, English and American. zzz-938

Wheels Wanted

8.25 And 9.00 x 20 8-stud wheels required, 15s. delivered. C. Morgan and Son, Rosehill Garage, Waltham Chase, Southampton. Bishop's Waltham 133. 938-381

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. zzz-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 52371, for Bedford wheelbase extensions and York third-axle conversions. 945-6534

WINDSCREENS

PERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. Sfe 5152, 1426. zzz-657

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repairs and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. zzz-823

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

BY ORDER OF THE SECRETARY OF STATE FOR WAR.

40TH SALE.

E. & R.

CENTRAL ORDNANCE DEPOT, BICESTER, OXON.

Important Sale by Auction by

MIDLAND MARTS, LTD.

OF

GOVERNMENT SURPLUS BRITISH AND AMERICAN VEHICLE SPARES GENERATORS AND SPARES, ENGINEERING SPARES, ETC.

INCLUDING:

210 Caterpillar D7 and D8 tracks and track links, Caterpillar Grouser shoes, Burlec battery chargers, Leyland 6-cylinder engines; Bedford valves, valve springs, fan belts, shock absorbers, brake shoes, springs, cylinder head gaskets, differentials, etc., American vehicle spares, injectors, 1,100 batteries 6 v. 75AH, 24 v. batteries, etc. 7 Lister generators 15kva. 230 v., 15 O'Keefe Merritt power units 10 kw. 125-250 v., Onan power units, Pioneer charging sets, 90 Lagonda generating sets 4 kw., Lister spares, American generating spares, etc.

which will be sold in large and small lots to suit all purchasers on

TUESDAY, 19th DECEMBER, 1961,

AT 10.30 A.M. PROMPT.

VIEW DAYS: Thursday, Friday and Monday, 14th, 15th and 18th December, and on the morning of the sale.

CATALOGUES, price 1s., to admit two to view and one on sale day from the Auctioneers, Midland Marts, Ltd. (Dept. 7), Market Square, Bicester, Oxon. (Phone 73 and 533.) 938-34

Miscellaneous Advertisements (contd.)

BUSINESS OPPORTUNITIES

IF you are thinking of entering the Readymixed Concrete Business you should consult us for we have for sale over 30 good used Truck Mixers of various sizes and used Batching Plants of all sizes. William G. Search, Ltd., Whitehall Rd., Leeds, 12. Phone 639081 (10 lines). 939-6034

BUSINESSES, PREMISES, OFFICES ETC.

TWO Metropolitan Area A licences, 1960 vehicles, approximately 11 tons, for sale, premises available. Box CM377, care of "The Commercial Motor." 938-6047

EAST MIDLANDS, 4 tons A, 8 tons B, tippers, for sale, modern tippers. Box CM378, care of "The Commercial Motor." 938-6048

COMPANY with A licence for sale with or without lorry, best offers. Phone, Uxbridge 37408. 938-66

SEE our advertisement under Miscellaneous for large and small A and B licence businesses. Wilde and Bennett, Ltd. 938-244

LIMITED liability company, consisting of 15 tons Metropolitan A licence, five vehicles; offers invited. Box CM384, care of "The Commercial Motor." 938-301

1960 A.E.C. 8-wheeler, general goods. Box CM368, care of "The Commercial Motor." 938-331

LIMITED company, three 8-wheelers, 1959, 23 tons general goods. Box CM369, care of "The Commercial Motor." 938-332

METROPOLITAN area haulage tipping business, limited company, for sale, 17 tons B licences, unladen 4-ton C licence and Traxcavator; sale as going concern. Box CM389, care of "The Commercial Motor." 940-x9115

Miscellaneous Advertisements (contd.)

A Licence, two vehicles, 11 tons, Metropolitan area. Box CM347, care of "The Commercial Motor." 938-445

METROPOLITAN area, eight tippers, B licences, modern vehicles for sale, with/without premises. Box CM379, care of "The Commercial Motor." 938-441

MATLOCK, Derby, small wooden garage to let, or would sell freehold, with half acre building plot (two houses), £5 10s. weekly exclusive. Quorn (Leics) 2204. 938-426

FOR sale, haulage business, East Midlands area, B licences with generous conditions attached and contract vehicles, to be sold as a limited company. Box CM386, care of "The Commercial Motor." 941-6072

Businesses, Premises, Offices, Etc., Wanted

WANTED A or B licence 2½ to 3 tons Metropolitan area not less than 20 miles radius, condition and age of vehicle is of no importance. 58 Skeena Hill, London, S.W.18. 939-6065

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.,
HADFIELD,
HYDE, CHESHIRE.
Phone, Glossop 2902-3.
AFTER HOURS 2356 AND 2656. 938-243

STORAGE premises wanted for commercial vehicles, leasehold or freehold, any part of London. Box CM3519, care of "The Commercial Motor." 938-531

Miscellaneous Advert'sements (contd.)

SMALL profit-making haulage business required in Metropolitan area, existing management retained, fullest details to Box CM3524, care of "The Commercial Motor." 938-326

CONTRACTS FOR HIRE AND WANTED

CONTRACT required for 1961 long-wheelbase Guy Light 8 tipper, alloy body, 3-ft. 6-in. drop sides and extensions, based Bristol, but will work anywhere. Parker, Winterbourne 3098. 938-x9205

FORK-LIFT TRUCKS

MOBILIFT, 1,500-lb.-capacity fork-lifts, single-cylinder air-cooled engines, good working order, £240. L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-815

COVENTRY Climax forklift trucks, diesel and petrol models, 6 ft.-12 ft. lifts, 2,000 lb. to 6,000 lb. capacity, details and photographs available, part-exchanges arranged. Speed Electrics, Church St., Basford, Nottingham. Phone 75716. 939-6060

COVENTRY Climax forklift truck jib crane attachments, adjustable boom, unused, £50 (normal price £78), photograph available. Speed Electrics, Church St., Basford, Nottingham. Phone 75716. 939-6061

INSURANCE

COMMERCIAL vehicle insurance, a policy to suit your needs, lowest rates, highest bonus, A, B or C licence. Apply A. T. Rogers and Son, 389 London Rd., Hadleigh, Essex. Southend 557065. 938-41

NOTICES

£25 Reward offered for definite information as the whereabouts of either of the following two 7-ton tippers. 1960 Dodge, Registration No. XAX 242. 1960 Thames Trader, Registration No. FP9455. Information to: Runaway Securities, Ltd., 7 Leckwith Rd., Cardiff. Phone 31511. 939-6064

IN THE
HIGH COURT OF JUSTICE
IN BANKRUPTCY.
No. 1761 of 1961

IN THE MATTER OF A BANKRUPTCY NOTICE ISSUED ON THE FOURTH DAY OF OCTOBER, 1961

TO

O. E. GARGAN

OF

7 KEYES ROAD, CRICKLEWOOD,
LONDON, N.W.2.
Occupation unknown.

TAKE NOTICE THAT A BANKRUPTCY NOTICE HAS BEEN ISSUED AGAINST YOU IN THIS COURT

BY

SAVILLE (TRACTORS), LTD.,

OF

HARVESTER HOUSE,
STRATFORD ON AVON

and the Court has ordered that the publication of this notice in the LONDON GAZETTE and in the WILLESDEN CHRONICLE, "THE COMMERCIAL MOTOR" and NEWSPAPERS, shall be deemed to be service of the Bankruptcy Notice upon you.

The Bankruptcy Notice can be inspected by you on application at this Court.

Dated November 30, 1961.

THOMAS CUNLIFFE,
Registrar.

PACKING AND SHIPPING

ROYAL 3066-9. The quickest way of shipping your car anywhere in the world is through FARON, LTD., 51-3 Crutched Friars, E.C.3. 938-728

PATENTS

PATENT No. 830,303, entitled "Semi-trailer Coupling," is for sale or licence. For details apply to Chatwin and Co., Chartered Patent Agents, 253 Gray's Inn Rd., London, W.C.1. 938-20

SITUATIONS VACANT

A.M.I.M.I., City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto., diesel, aero, mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

COST accountant for transport company in North-West London area, age limited 45 years, applicant must have had practical experience of transport body costing, especially in the progress costing stages of production, salary, although based on age, experience, etc., will be equal to standard rates for such a position, full superannuation, sports and social facilities available to the suitable applicant. Write, quoting Box CM3610, care of "The Commercial Motor." 938-6028

REMOVAL Estimator/Salesman, Surbiton; prospects for promotion to management; flat available. Write to General Manager, B. and T. Removers, Vicarage Lane, Blackpool. 938-446

Miscellaneous Advert'sements (contd.)

THE services of a qualified Commercial Vehicle Salesman are required by a leading West Country Austin Distributor. Applicants must be capable of operating without undue supervision and be prepared to canvass and develop a territory. Preference will be given to one already experienced in Austin products. Please give brief sales history and salary expected. All replies will be treated with strictest confidence and answered within 14 days. Box CM371, care of "The Commercial Motor." 939-6038

CHARLES ALEXANDER AND PARTNERS
(TRANSPORT), LTD.,
REQUIRE A
REPRESENTATIVE
FOR
LONDON AREA
TO ASSIST THEIR HATFIELD DEPOT IN PROMOTING RETURN LOADS TO SCOTLAND

The post carries an attractive salary and is superannuated.

Apply in strictest confidence by letter only to
CHARLES ALEXANDER AND PARTNERS
(TRANSPORT), LTD.,
OLD FORD ROAD, ABERDEEN. 938-63

COUNTY BOROUGH OF EAST HAM.

MOTOR Mechanic required experienced in the maintenance of petrol and diesel vehicles and plant; £12 16s. 4d. per week, permanent position, 5-day week, applications with details of experience to Borough Engineer, Town Hall, E.6. 938-61

MINISTRY of Transport Chairman of Traffic Commissioners for Public Service Vehicles (North Western Traffic Area). Applications for this pensionable post, with headquarters in Manchester, are invited from men and women at least 40 on 1.1.62. The Chairman of Traffic Commissioners also acts as Licensing Authority for goods vehicles, his duties include presiding over public sittings and hearings, determining applications for licences to operate road passenger and goods services, and licensing drivers and conductors of public service vehicles. Candidates must have had responsible administrative or other experience qualifying them for these duties. This will usually involve experience in a responsible post in transport or experience in the courts or administrative tribunals. The salary of the post is £3,400. The successful candidate will be asked to take up appointment as soon as possible. Write to Civil Service Commission, 6 Burlington Gardens, London, W.1, for application form, quoting 5419/62. Closing date January 1, 1962. 938-26

ASSISTANT Commercial Vehicle Sales Manager required by leading Ford distributors, only man with truck selling experience and determination to aspire to management should apply, details of career to date to General Sales Manager, Brook Shaw, Ltd., 195 Norfolk St., Sheffield, 1. 938-25

FOREMAN required for bodyshop dealing with commercial-vehicle bodybuilding and repairs; good opportunity for a keen young man with considerable experience to build up and eventually take management; old-established concern. Write in first instance to P. J. Jones and Sons, Ltd., 285-291 Banbury Rd., Oxford. 940-6063

SALES Manager, car and commercial. Vacancy occurs for experienced commercial-vehicle salesman to take position as Sales Manager of multi-franchise dealers organization handling Vauxhall-Bedford, Dodge, Ford. Applicant should not be over 45, with proven sales record, first-class reference, organizing ability and able to handle sales representatives, showroom display, etc., excellent salary for the right man. Write, giving full details, Managing Director, Colonial Motors (Southend), Ltd., Hadleigh, Essex. 940-6059

MOTOR vehicle tester/examiner wanted; excellent salary, staff appointment with expanding company, North West London area; preferably Vauxhall/Bedford experienced; only first-class men need apply. Phone, Simmons, Aco 4641. 938-35

COMMERCIAL vehicle sales manager required for concessionnaires handling thoroughbred English make, previous experience essential, non-contributory pension scheme. Please give full details, age, etc. Apply Box CM381, care of "The Commercial Motor." 938-303

COMMERCIAL vehicle representative required by north west main Ford dealer; preference given to experienced man who could operate without undue supervision, good condition. Apply in confidence giving details and salary expected to General Manager, 88 King St., Lancaster. 938-521

FULLY skilled mechanic required with a sound practicable knowledge of diesel engines, a top class man only is required for whom a top-rate wage will be paid, excellent working conditions, furnished or unfurnished accommodation available if required. Box CM3614, care of "The Commercial Motor." 938-513

MANAGER required, N.W. London, Luton vans, general, including small amount removals, with knowledge of warehousing and shipping. Must be able to attract business. Accommodation possible. Box CM376, care of "The Commercial Motor." 938-419

GENERAL Manager required for established and developing furniture removal and general transport business operating London and S. England, generous remuneration and prospects of advancement. Write stating age and experience. Box CM385, care of "The Commercial Motor." 938-300

FITTER required to take charge of 20 heavy transport vehicles. Depot East London. Write Box CM383, care of "The Commercial Motor." 938-302

Miscellaneous Advert'sements (contd.)

MOTOR engineer, fully skilled, required, diesel, petrol, private and commercial, new modern workshop, canteen, pension fund, top rates and overtime, excellent opportunity for right man, old established firm East London area. Write Box CM387, care of "The Commercial Motor." 938-299

WANTED, competent Vauxhall-Bedford storekeeper-counter hand, high wages and lodging allowance. Apply Green Garage (Bedfont), Ltd., 641 Staines Rd., Bedfont, Middx. 938-435

TRAFFIC manager required for expanding coach company. Apply by letter Kingston Luxury Coaches, 43 Thames St., Kingston. 938-342

COMMERCIAL vehicle salesman required, experience of commercial vehicle selling advantageous but not essential, first-class appointment with main distributors. Write initially with full particulars and last five years situations, in confidence. Sales Manager, Dreadnought Garage, Kingsway, Hove. 939-x9084

MECHANIC required for small fleet of diesel and petrol coaches, must be capable of engine, chassis and body repairs, P.S.V. licence useful, cottage with all main services available to suitable applicant. Surrey-Hants border. Write Box CM3810, care of "The Commercial Motor." 938-x9171

WORKS manager wanted, must have practical knowledge of heavy commercial vehicle engineering, progressive post for right man but must have previous experience, non-contributory pension scheme. Write to Box CM382, care of "The Commercial Motor," giving full details. All replies treated in the strictest confidence. 938-304

SITUATIONS WANTED

HEAVY Commercial Vehicle and Coach Salesman desires change, 15 years' experience, will travel anywhere in the North of England and Scotland. Box CM351, care of "The Commercial Motor." 938-145

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TENDERS

COUNTY COUNCIL OF ESSEX.

TENDERS ARE INVITED FOR THE SUPPLY OF:—

(A) ONE B.M.C. LD04 STANDARD VAN, MODIFIED FOR TRANSPORTING PHYSICALLY HANDICAPPED PEOPLE (INQUIRY NO. 65).

(B) ONE MORRIS ¼-TON VAN (INQUIRY NO. 66).

Tender forms, specifications and drawings from Chief Transport Officer, Coval Lane, Chelmsford. Tenders to Clerk of the Council, County Hall, Chelmsford by December 22, 1961 in sealed envelopes (which must not identify the sender) marked:—

(a) Tender for LD04 modified van (Inquiry No. 65).
(b) Tender for Morris ¼-ton van (Inquiry No. 66).

938-32

BOROUGH OF WILLESDEN

ANNUAL CONTRACTS.

TENDERS ARE INVITED FOR THE SUPPLY OF

PETROL, FUEL OIL, LUBRICATING OILS AND PARAFFIN

FOR A PERIOD OF 12 MONTHS ENDING MARCH 31, 1963.

Particulars and forms of tender can be obtained from the Borough Engineer, Town Hall, Dyne Road, Kilburn, N.W.6, and must be returned not later than Monday, January 8, 1962.

Town Hall,
Dyne Rd.,
Kilburn,
N.W.6.
28.11.61.

(signed) R. S. FORSTER,
Town Clerk.

938-42

BOROUGH OF SLOUGH.

TENDERS are invited for the supply and delivery of one Karrier Twin-cab lorry. Allowance should be included for a Karrier lorry, which must be taken in part-exchange, and may be inspected by arrangement.

FORM of Tender and Specification may be obtained from the Borough Engineer, Town Hall, Slough, Bucks. Tenders must be returned in the envelope provided, not later than 12 noon, Tuesday, January 2, 1962. The Council does not bind itself to accept the lowest or any tender. 938-48

Miscellaneous Advertisements (contd.)

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Transport and Stores Officer,
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Sussex.

A QUANTITY OF

USED COMMERCIAL VEHICLES

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Tender Forms with official envelopes may be obtained from the above address, for return on, or before, 8 a.m. Friday, December 15. 938-33

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption. 4s. 6d. post free.
DIESEL, oil stock books. Cost books, etc. Send for descriptive list.
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"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

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Books and Publications (contd.)

"BRITISH COMMERCIAL VEHICLE INDUSTRY" (8th Edition). Published in association with "The Commercial Motor." Completely revised in both text and illustration, this is a valuable reference book for buyers of British commercial vehicles. Every type is dealt with, including many of specialist application. There are also sections on bodywork, tyres, engines and accessories. Three-language captions in English, French and Spanish with measurements in English and metric units make the book especially useful in the export market. Fully illustrated, 308 pages, price 42s. or by post 44s. 6d. from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

Books and Publications (contd.)

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages, illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

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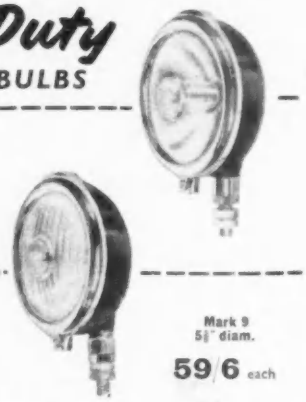
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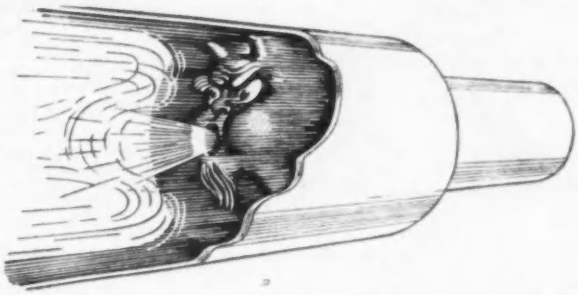

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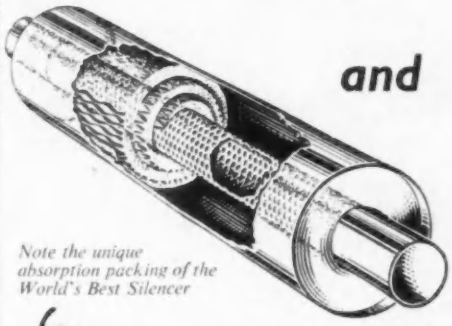

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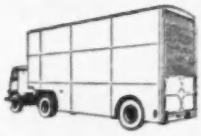

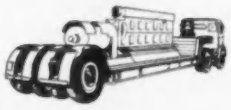

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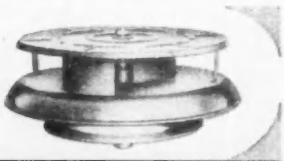

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THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 39

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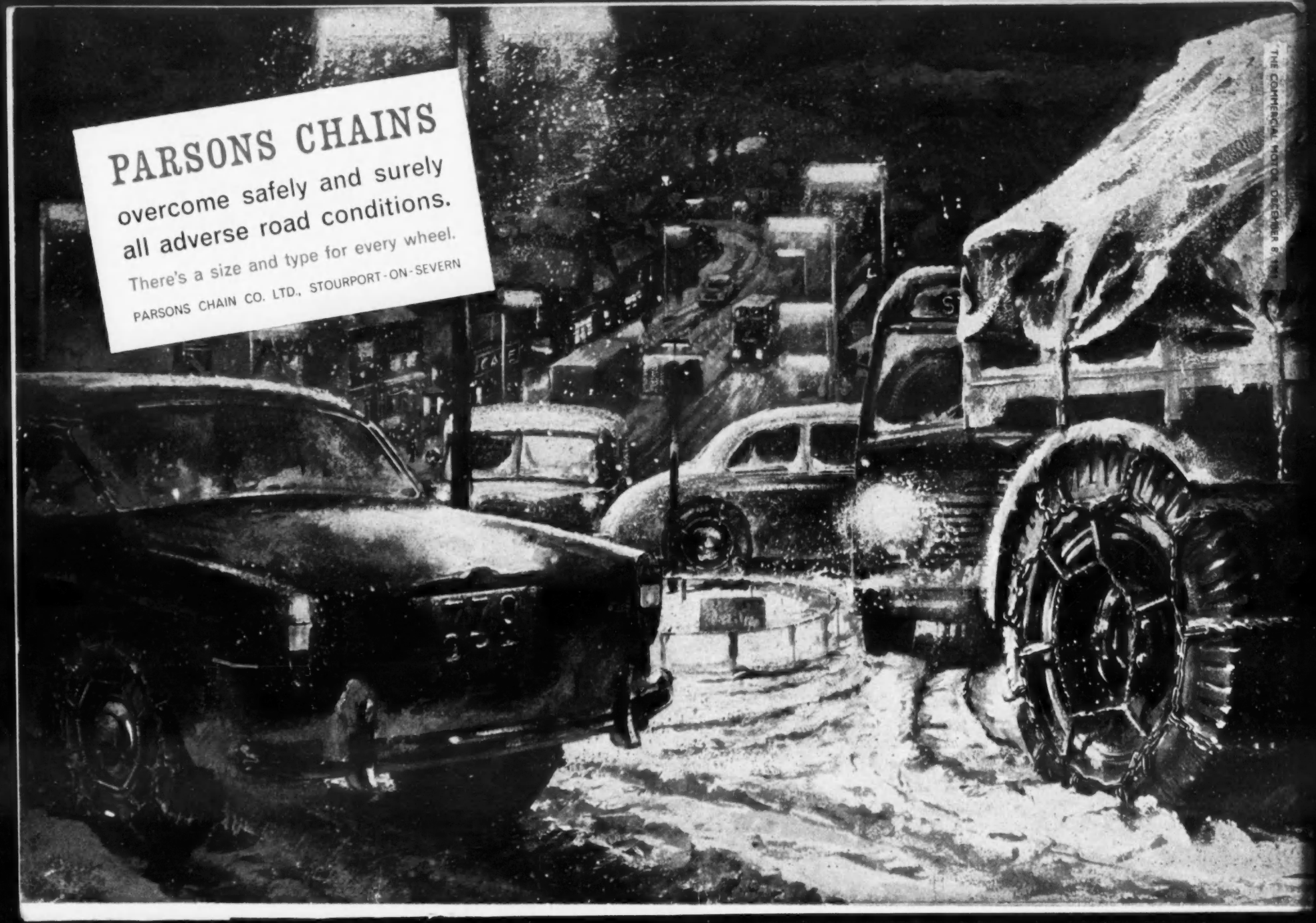
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